URBAN AREA PLANNING COMMISSION

MEETING MINUTES

June 10, 2015 – 6:00 P.M.

Council Chambers

1. **ROLL CALL:**

The Urban Area Planning Commission met in regular session on the above date with Chair Gerard Fitzgerald presiding. Vice Chair Jim Coulter and Commissioners Lois MacMillan, Loree Arthur, Blaire McIntire, David Kellenbeck, and Dan McVay were present. There was one vacant position. Also present and representing the City was Parks & Community Development Director Lora Glover.

2. **ITEMS FROM THE PUBLIC:** None

3. **CONSENT AGENDA:**
   a. **MINUTES:** May 27,2015
   b. **FINDINGS OF FACT:**
      i. 15-10300003 & 15-30100004 – Hefley Street Partition and Major Variance

MOTION/VOTE

Commissioner MacMillan moved and Commissioner Kellenbeck seconded the motion to approve the consent agenda as submitted. The vote resulted as follows: "AYES": Chair Fitzgerald and Vice Chair Coulter and Commissioners MacMillan, Kellenbeck, and McVay. "NAYS": None. Abstain: Commissioners McIntire and Arthur. Absent: None. The motion passed.

4. **PUBLIC HEARINGS:** None

5. **CITIZEN INVOLVEMENT COMMITTEE:** None
   a. **Items from the Public**

6. ITEMS FROM STAFF:

PCD Director Glover stated, our next scheduled hearing on the 24th of June will be subdivisions, a revisit of Jackie Roseblossom. I think the Planning Commission approved that in approximately 2009 and it has expired. The applicant will be coming back in and applying for that one again. It is pretty much the same application you have seen before but there will be a few differences in that they no longer will need the variance for the connectivity because we have changed that exemption. The only other difference on it will be our tree canopy program has changed so we will be discussing that part of it. Also, I've given you a copy of the updated community development block grant consolidated plan timeline. We will be taking some initial input from City Council at the June 17th public hearing. Then, we will be giving a draft of the consolidated plan to City Council on June 22nd. Then, that draft plan will be presented to you on July 8th for public information. That will be starting our 30 public comment period. Our last day to submit this plan after the comment period to HUD will be August 14th and hoping our program year begins on October 1st.

Commissioner MacMillan asked, we got an email from Tom on a switch and I didn't quite understand it.

PCD Director Glover stated, he had mistakenly looked at the July calendar. July 1st is a Wednesday so he was looking down and thinking the second Wednesday in July will be the 15th. He missed it as the second Wednesday is actually the 8th. The correct date for the hearing for the Planning Commission for this item will be July 8th rather than the 15th as previously sent out.

Chair Fitzgerald asked, are you going to be here Lois?

Commissioner MacMillan stated, no, I'm going to be gone both the next meeting and the meeting after that.

Chair Fitzgerald stated, there is Skype.

PCD Director Glover stated, we are going to be submitting that plan to City Council on June 22nd and we could provide you with a copy of that at that time. If you wanted to provide comments

that someone could enter into the record for you or your own written comments we can accept those.

Commissioner MacMillan asked, so the CC public hearing to consider the adoption that is us?

PCD Director Glover stated, no.

Commissioner MacMillan stated, that is City Council.

PCD Director Glover stated, you're doing the initial hearing on July 8th, City Council will do their hearing on August 5th. The last day to submit is August 14th and that is the 45 day window for HUD to review the plan for our program year to begin October 1st.

Commissioner MacMillan stated, thank you.

7. ITEMS FROM COMMISSIONERS:

Commissioner Arthur stated, [passed out items to the Commission] I brought some ancient history. I was cleaning out the garage and found a box that had a packet which I found interesting on the back page.

Commissioner MacMillan stated, I just want for the record that I will be gone I think for the times in August too. Do we have a meeting in the middle of August? I think it would be the 12th.

PCD Director Glover stated, that would depend on if we have an application submittal at this point. I can't tell you how far out we'd be. We'll keep you posted.

Commissioner MacMillan stated, after our last meeting I can't remember the name of our staff that guided me through the website.

PCD Director Glover stated, it was either Tom or Scott or Ann.

Commissioner MacMillan stated, it was Scott. It would be helpful if you could send us that link again. I got home and got kind of confused. Once I got on the link he was on where he was showing us the maps that fold over each other and the different ways we can look at data. Can

you have him send that link to at least me. It was just incredibly interesting where the growth is coming in the different areas. I was a bit shocked. It is not anywhere where I thought it was going. I think that would make a difference. It will be interesting in a couple years how that will come into play. There are so many moving pieces. I had a different perception of what is really going on. I think we should be able to look at that.

8. ADJOURNMENT:

Chair Fitzgerald adjourned the meeting at 6:06 P.M.

_____ _____

Gerard Fitzgerald, Chair
Urban Area Planning Commission

Date

These minutes were prepared by contracted minute taker, Becca Quimby.

CITY OF GRANTS PASS
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT

JACI'S ROSE BLOSSOM SUBDIVISION
TENTATIVE PLAN & MAJOR VARIANCE
STAFF REPORT

Procedure Type:	Type III: Urban Area Planning Commission
Project Number:	15-10400001 & 15-30100003
Project Type:	Subdivision Tentative Plan & Major Variance
Owner(s):	Bruce & Jacqueline Buckmaster
Applicant:	Same
Representative:	ZCS Engineering
Property Address:	1601 NW 'B' Street
Map and Tax Lot:	36-05-07-CA, TL 500 and 36-05-07-CD, TL 200 ***See Exhibits 1 and 2.***
Zoning:	R-1-12 (City)
Size:	3.5 acres
Planner Assigned:	Justin Gindlesperger
Application Date:	April 8, 2015
Application Complete:	April 9, 2015
Date of Staff Report:	June 17, 2014 Due: 06/17/2014
Hearing Date:	June 24, 2014 ***Continued from May 13, 2015***
120 Day Deadline:	August 7, 2015

I. PROPOSAL:

The proposal is for a thirteen (13) lot subdivision in the R-1-12 zoning district (see ***Exhibit 3***). The proposal will construct three (3) public streets and one (1) private street to serve the subdivision lots. In conjunction with the application for the subdivision the applicant has applied for a Major Variance to Section 27.123(1) to increase the grade of a Local Collector to fifteen (15) percent, where a maximum grade of twelve (12) percent is required.

II. AUTHORITY:

Section 2.050, Schedule 2-1, Section 6.050 and Section 17.031 of the City of Grants Pass Development Code, authorize the Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny.

III. CRITERIA:

The decision on the Tentative Plan and Major Variance must be based on the criteria contained in Sections 6.060 & 17.413 of the Development Code.

IV. APPEAL PROCEDURE:

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal must be filed with the Director as follows:

1. An appeal application and fee must be submitted within twelve calendar days of the Urban Area Planning Commission's oral decision.

2. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

V. BACKGROUND AND DISCUSSION:

A. Characteristics of the Property:

1. Land Use Designation:

a. Comprehensive Plan:	Low-Density Residential
b. Zone District:	R-1-12
c. Special Purpose District:	Slope Hazard District

2. Size: 3.5 Acres

3. Frontage: NW 'B' Street, Pinehurst Street, and Brush Street

4. Access: All lots will have access from a public or private street.

5. Public Utilities:

a. Existing Utilities:

i. Water:	6-inch in NW B Street, at the southern property line of TL 200
ii. Sewer:	8-inch at the southern property line of TL 200.
iii. Storm Drain:	Borrow ditch on west side of TL 200; 36-inch in Ponderosa Drive that drains Blue Gulch.

b. Proposed Utilities:

i. Water:	12-inch extension in NW 'B' Street, 8-inch in Pinehurst and Brush Streets.
ii. Sewer:	8-inch extension in all public rights-

	iii. Storm:	of-way and private street. Bio-swales and storm drains to connect stormwater to drainage in NW B Street and Blue Gulch.
6.	Topography:	Steep slopes with grades exceeding twenty five (25) percent.
7.	Natural Hazards:	Slope Hazard District.
8.	Natural Resources:	Heavily wooded hillside.
9.	Existing Land Use:	
	a. Subject Parcel:	Vacant
	b. Surrounding:	Low Density Residential

B. Background:

The site compromises approximately 3.5 acres of sloping, white oak covered hillside of the original HB Miller's Highland Addition to Grants Pass, platted in March of 1894. Per the proposed tentative plan, B Street and Pinehurst Street, both platted with the HB Miller's Highland Addition but never built, will be constructed. Additionally, Brush Street, dedicated by deed, will be relocated and constructed. No additional public right of way is proposed to be dedicated.

A proposal to subdivide the property was approved in July 2008 that included twelve (12) residential lots and an additional lot, identified as Tract 'A', that was to be dedicated to the City. In December 2008, the City Council approved three (3) separate Resolutions, No. 5439, No. 5440, and No. 5441, which related to the realignment of Brush Street, the construction of a public trail across City property, and the dedication of Tract A to the City (***see Exhibits 5, 6, and 7***).

Unfortunately, the City and property owner could not come to an agreement regarding the dedication of Tract A, and in April 2009, Resolution 5441 was repealed by the City Council through Resolution 5493 (***see Exhibit 8***). Also, the City Council approved Resolution 5492 that superseded Resolution 5440, which authorized the City Manager to enter into an agreement with the property owners authorizing the property owners to construct an eight (8) foot pedestrian trail across City property (***see Exhibit 9***).

Because Tract A is no longer proposed for dedication to the City, and the original land use approval for the subdivision expired, the applicant has submitted a revised tentative plan for review, that includes thirteen (13) residential lots.

Per Development Code Section 13.025, "the applicant for a development shall verify the grades on lands or portions of lands that are the subject of any specific application." Since portions of the property have slopes that exceed fifteen (15) percent, the application is subject to the criteria for approval of subdivisions within the Slope Hazard District, found in Development Code Section 13.123. The applicant has submitted a steep slope development report, a grading and erosion control plan and a geotechnical

report (see ***Exhibits 10 & 11***). The applicant is proposing maximum cut slopes of up to 1:1 to limit the extent of cut, help preserve the wooded hillside and reduce overall impact of the construction of the subdivision. The proposal is consistent with a Development Code amendment to facilitate tree retention in the Slope Hazard District (see File No. 12-40500002).

In conjuction with the subdivision tentative plan application, the applicant seeks to vary the grade of Pinehurst Street, from twelve (12) percent to fifteen (15) percent. Slopes up to eighteen (18) percent are permitted on local access streets; however the previous City Engineer determined that the existing right-of-way for Pinehurst Street was the best alignment for the proposed local collector street shown on the Master Transportation Plan. Known as Upland Drive, this route is slated to connect the back area of the Laurelridge neighborhood to 6th and 7th Streets via Manzanita Avenue across the City owned parcel (***see Exhibit 12***). A review of the this route by the previous City Engineer and the applicant's engineer showed it to be unfeasible and the Master Transportation Plan may need to be updated in the future to identify Sunset Drive as the new Local Collector. This will facilitate alignment of Upland Drive along the existing Pinehurst Street right-of-way and will reduce the amount of right-of-way needed to be acquired. Schedule 27-3 limits grades for Local Collectors to twelve (12) percent unless a variance to this standard is granted. Due to the unique topography of the area, strict application of this standard is not realistic. Engineering review of the site has shown that raising the grade of Pinehurst Street to fifteen (15) percent will substantially limit cuts and fills, reduce impacts on the hillside, and will still be safe for the Local Collector roadway.

The tentative plan depicts half street frontage improvements along the lots fronting Pinehurst Street. The applicant requested a modification to the initial subdivision approval to abrogate the requirement for frontage improvements south of the intersection of Pinehurst and Brush Streets (see File No. 13-20100028). The applicant will be required to install an approved turnaround at the intersection of Pinehurst and Brush Streets and sign a no-cash Deferred Development Agreement for half-street improvements for the remaining Pinehurst Street frontage along Lot 5 (see ***Exhibit 13***).

Pedestrian connectivity to the proposed subdivision will be provided by a pedestrian path to City facilities in the area of Grant and NW A Streets (see ***Exhibit 14***). The applicants will be required to install the pedestrian path from the intersection of Pinehurst and Brush Streets to the west property line of tax lot 100, identified as the Brown property. The applicants will also be required to post security for the construction and installation of the pedestrian path through the Brown property.

Due to the number of trips generated by the subdivision, the applicants were required to provide a Traffic Impact Analysis (TIA) (see ***Exhibit 15***). The TIA was limited in scope, as determined by the City Engineer, and included traffic counts on B Street, sight distances at new intersections, traffic controls, and adequacy of the existing B Street alignment from the proposed development east to Dimmick Street. No mitigation is required for the proposed development.

The site is part of the Central Gilbert Creek drainage basin and encompasses drainage for Blue Gulch, which is a seasonal creek, taking water from beyond the Urban Growth Boundary, from the area of the gravel pit, all the drainage from the Laurelridge

neighborhood, as well as the undeveloped properties north and west of the subject parcel. Substantial downstream capacity issues are known to exist at elevations lower than the subject parcel in the vicinity of B Street and Grant Street. This water subsequently ends up in Gilbert Creek, where the creek intersects with B Street. The applicant is proposing a system of bio-swales and storm drain pipe that will collect storm runoff from the development and direct it into existing drainage ditches along B Street and Pinehurst Street. Blue Gulch will be re-routed to B Street in order to further develop the area with an additional residential lot.

VI. CONFORMANCE WITH APPLICABLE CRITERIA:

A. Major Variance Criteria Section 6.060.

Previously granted variances shall not be considered to have established a precedent. The review body shall approve, approve with conditions, or deny the application. No variance shall be granted unless the review body finds that all of the applicable criteria under (A) and (B) have been satisfied.

(A) Qualifying Condition. The applicant shall demonstrate that the following elements are present to qualify for a variance.

CRITERION (1): Unique Physical Constraint or Characteristic. The applicant has clearly described the nature of a unique physical constraint or characteristic of the property to which the variance application is related. The constraint is related to the particular property for which the variance is sought, regardless of the owner, and it does not relate to other property or personal conditions of the owner or applicant, such as personal financial circumstances or inconvenience. Either:

(a) The property has unique physical constraints or characteristics peculiar to the land involved, over which the applicant has no control, such as lot size or shape, topography, natural features, or other physical conditions on the site or in the immediate vicinity, which are not typical of other lands in the same zoning district subject to the same regulation; or

(b) The property has existing development, conforming or nonconforming, located such that it poses unique constraints to the further development of the property in full compliance with the standards of this Code.

Staff Response: Satisfied. Pinehurst Street, dedicated on the 1894 HB Miller's Highland Addition Subdivision plat, was never constructed, possibly due to the severe topographical constraints on the site. Proposed to be the local collector route for the planned Upland Loop road, grades of up to 12% are allowed by code. However, due to the steep slope of the hillside, holding this grade would result in an excessively deep incision of the roadbed in the surrounding topography, making development of lots exceptionally difficult and resulting in denudation of the hillside. To overcome this obstacle, the applicant's engineer has suggested that the grade of

the street be increased, which will cause the street to more closely follow natural contours of the site. This will lessen the impact the construction will have on the site

CRITERION (2): Self-Created Constraint. If the review body finds the unique constraint described in Subsection (1) was self-created, the property shall only qualify for a variance if the review body determines that the self-created constraint can no longer be reasonably eliminated or reversed, or that it is in the public interest to grant a variance rather than require the owner to eliminate the self-created constraint. A situation shall be considered self-created if:

(c) A current or previous owner created the unique physical constraint or characteristic by dividing, reconfiguring, or physically altering the property in a manner such that it could only be subsequently developed, or further developed, by obtaining a variance to the regulations in effect at the time of alteration; and

(d) At the time the current owner altered or acquired the property, he could have known that, as a result of the deliberate alteration, the property could only be developed, or further developed, by obtaining a variance.

Staff Response: Not applicable. The existing constraints on the property were not self-created and are related to the topography of the area. The existing street patterns were created as part of a subdivision in 1894 and the Master Transportation Plan identified a possible Local Collector to provide connectivity. The proposed Upland Drive alignment does not correspond with the existing right-of-way alignment and the topography in the area will be difficult to overcome for construction of the connection.

CRITERION (3): Need for Variance. The applicant has demonstrated that a variance is necessary to overcome at least one of the following situations:

(a) Allow Reasonable Use of an Existing Property. Due to the unique physical constraint or characteristic of an existing lot or parcel, strict application of the provisions of the Development Code would create a hardship by depriving the owner of the rights commonly enjoyed by other properties in the same zoning district subject to the same regulation. The variance is necessary for preservation of a property right of the owner, substantially the same as is possessed by owners of other property in the same district subject to the same regulation.

(b) Better Achieve Public Purpose for Development, Division, or Adjustment of Lots and Parcels. There need not be a hardship to the owner to qualify for a variance under this Subsection. Due to the unique physical constraint or circumstance, the variance is necessary to better achieve the public purposes of the Comprehensive Plan and Development Code, with minimum deviation from standards. The variance will allow preservation of scenic, natural, or historic resources or features; allow a lot arrangement that represents a more efficient use of land; avoid odd

shaped lots or flag lots; or alleviate other unique physical conditions to better achieve public purposes.

(c) Allow Flexibility for Expansion of Existing Development. The location of existing development on the property poses a unique constraint to expansion in full compliance with the Code. The variance is needed for new construction and site improvements in order to provide for efficient use of the land or avoid demolition of existing development, where the public purpose can be substantially furthered in alternate ways with minimal deviation from standards.

Staff Response: Satisfied. The variance is necessary to overcome the conditions described under sub criterion (b) above. The requested variance seeks to balance public purpose in order to minimize the disturbance of sensitive hillsides for the construction of the Pinehurst Street. The variance to street grade will allow Pinehurst Street to more closely follow the natural contours of the site, reduce excavation and maintain the site in a more natural condition.

CRITERION (4): No Other Reasonable Alternative. Reasonable alternatives to comply with the provisions of the Development Code have been exhausted. No reasonable alternatives have been identified that would accomplish the same purpose in accordance with the Code without the need for a variance. If applicable, the applicant shall, at a minimum, demonstrate that the following are not reasonable alternatives instead of the requested variance:

a. Lot line adjustment.
b. Modified setback option, pursuant to Section 22.200.
c. Alternate solar standards, pursuant to Section 22.623.

Staff Response: Satisfied. The requested variance to the street grade cannot be resolved by any other means provided in the Code. Existing topography in the area dictates street design and grading requirements.

(B) Result of Relief. If the review body finds the proposal for a variance based on the criteria in Subsection (A) above, the review body shall only approve the proposal if it finds the specific proposal is consistent with the following criteria.

CRITERION (5): Best Alternative. When a variance is needed for a purpose identified in Subsection (3) above, the proposed variance shall be the best alternative to achieve the purpose compared with variances to other standards that could accomplish the same purpose. The best alternative will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code, with the least impact to other properties and the public interest. Impacts to public facilities, substantial natural features, and natural systems shall be presumed to have broader public impact than localized impacts on nearby properties.

Staff Response: Satisfied. The requirements of Article 27 for street construction standards often cause a conflict when compared with the hillside development standards of Article 13 for development in areas where the topography is not level.

In order to balance these two opposing ideals, it is necessary to determine the overall goals of the Code and Plan. To provide for hillside development, the Code has multiple provisions for altering standards for street construction, such as right-of-way and paving widths, sidewalk placement, and planter strip requirements. Keeping with the character of these alterations, it is reasonable to allow a steeper roadbed that will more naturally follow the contours of the ground and minimize impacts on the environment. This modification will best balance the desire of the community to protect sensitive hillsides and still allow for reasonable development in accordance with permitted uses in the R-1-12 zoning district.

CRITERION (6): Minimum Deviation. Adherence to the standards of this Code shall be maintained to the greatest extent that is reasonably possible while accomplishing the purpose in Subsection (3). The deviation from standards shall be the minimum necessary to accomplish the purpose, and shall not convey a special right to the property that is not available to properties in the same zoning district subject to the same regulation.

Staff Response: Satisfied. The proposed grades will follow the natural contours of the ground, which promotes more sensitive hillside development and provides for safe and convenient travel on the roadways. This alteration will not convey a special right to the subject parcel that is not enjoyed by, or is available to, other properties.

CRITERION (7): No Hazard. The proposal shall not pose a public safety hazard such as a visual obstruction or traffic hazard, and shall not obstruct pedestrian or vehicular movement or impede emergency access.

Staff Response: Satisfied. The proposed grade for Pinehurst Street will not significantly decrease vehicular mobility and will not pose a safety hazard. Construction of individual lots and subsequent grading for lot access and paving of driveways will need to be reviewed and approved by Public Safety so emergency vehicles can access the lots without any problems.

CRITERION (8): Plan and Ordinance Consistency. The proposal shall not adversely affect implementation of the Comprehensive Plan, and shall not be materially detrimental or injurious to the purposes of the Comprehensive Plan or Development Code; other applicable plans, policies, or standards; or other properties in the same district or vicinity.

Staff Response: Satisfied. The requested variance will not adversely affect the implementation of the Comprehensive Plan nor will it be materially detrimental or injurious to the purposes of the Comprehensive Plan or the Development Code. The purpose of Article 27 is to provide for safe, efficient and noncongested traffic conditions for the community. Alteration of street construction standards is allowed in Article 27 of the Code to meet the complex site requirements of hillside development. Increasing the grade of the Pinehurst Street roadbed from twelve (12) percent to fifteen (15) percent is consistent with hillside development standards of the Code.

CRITERION (9): Mitigate Adverse Impacts. Adverse impacts shall be avoided where possible and mitigated to the extent practical. If a variance is not necessary to

preserve a property right, or if the unique constraint in Subsection (1) was self-created, adverse impacts may be grounds for denial.

Staff Response: Satisfied. Pinehurst Street will be constructed in accordance with engineering principles and increasing the grade from twelve (12) percent to fifteen (15) percent will further reduce impacts to the adjacent wooded hillsides.

CRITERION (10): No Significant Increase in Residential Density. For development of an existing lot, if the variance is for a reduction to lot area, it shall not result in a significant increase in density. For a land division, the variance shall not result in an increase in density over that permitted by the zoning district, except that when a lot is reduced in size due to dedication of right-of-way, minimum lot area may be reduced by fifty square feet or less.

Staff Response: Not applicable. The requested variance to street grades will not affect the allowed residential density.

CRITERION (11): Recommendation of City Engineer. The review body shall consider a written recommendation of the City Engineer when the variance is to any of the following standards:

(a) A street, access, or utility development standard in Article 27 or 28 of the Code.
(b) The Flood Hazard or Slope Hazard provisions in Article 13 of this Code.
(c) To allow encroachment into existing or planned right-of-way or public utility easement. When a variance is authorized to allow encroachment into a right-of-way, the owner shall sign a right-of-way use agreement that specifies the terms and conditions under which the right-of-way may be utilized.

Staff Response: Satisfied. The variance relates to subsection (b) above as related to the Slope Hazard provisions in Article 13 of the Development Code. The City Engineer reviewed the proposal and determined that increasing the grade of the roadbed for Pinehurst Street is a reasonable method to develop the site with minimal impacts to the surrounding environment.

CRITERION (12): Additional Criteria. Variances from the street standards in Article 27 of this Code shall meet the additional criteria of 27.121(11)(h)(4) General Design Standards, 27.122(5) Connectivity Standards, and 27.123(14) Street Section Design Standards.

Staff Response: Not Applicable. The variance request does not relate to Section 27.121 (11)(h)(4) in regards to a request for additional driveway access, Section 27.122(5) in regards to block standards, or Section 27.123 (14) that requires a five (5) foot separation of private streets from adjacent properties.

B. Subdivision Criteria Section 17.413:

Section 17.413 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions or deny the request based upon the following criteria:

CRITERION (1): The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

Staff Response: Satisfied. The R-1-12 zone district requires a minimum lot size of 11,000 square feet. The proposed lots meet or exceed this base requirement. Each lot is required to have a minimum lot width of seventy-five (75) feet as required by the Development Code and all lots including revised lots 1 and 2 meet this base requirement.

The lots are in compliance with Section 17.510 of the Development Code specifically the lot width to depth ratio, no through lots are created, and curved property lines are created at the public street intersections

CRITERION (2): When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

Staff Response: Not applicable. The proposed lots cannot be further divided due to minimum lot size requirements in the R-1-12 zoning district. The maximum development potential of the individual lots will be completed with the construction of single-family residences.

CRITERION (3): When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Staff Response: Satisfied with Conditions. The project will use existing rights of way that exists along B Street and Pinehurst Street. These rights of way were dedicated to the public with the platting of HB Miller's Highland Addition and the right of way for Brush Street was acquired by the City through a deed sale in 1964. This portion of Brush Street, described as the southerly 30 feet of Lot K and the northerly 30 feet of Lot L, does not align with the platted portion of Brush Street west of NW B Street. The tentative plan submitted by the applicant shows the deeded portion of Brush Street being reduced in width to forty (40) feet and relocated south so that it aligns with the platted portion of Brush. The City Council approved Resolution No. 5439 in December 2008, which approved an agreement to be entered into by the City and the property owners in order to realign Brush Street in its proposed location. The agreement shall be executed as a condition of approval.

The Master Transportation Plan identifies Upland Drive, which is proposed to connect the intersection of Manzanita Avenue and Highland Avenue with the end of Starlite Place. To provide for this Local Collector street, the applicant engineered Pinehurst Street so that Upland Drive may follow the Pinehurst Street right of way and align for future extension of the street.

The proposed street profiles are:

- B Street: Local access street constructed to hillside standards; half-street improvements only. The applicant's engineer has proposed twenty (20) feet of driving lane with curb and gutter on one side as well as a four (4) foot sidewalk. No planter strip is proposed and may be eliminated with hillside standards. The street cross section includes twenty-eight (28) feet of pavement, curb and gutter on both sides and four (4) foot sidewalk on one side.
- Brush Street: Local access street constructed to hillside standards with full-street improvements. The applicant's engineer has proposed twenty-eight (28) feet of street, which provides parking on both sides, curbs and gutters on both the north and south and a four (4) foot sidewalk on the north side only. No planter strips are proposed.
- Pinehurst Street: Local collector street constructed to hillside standards; half street improvements only. The applicant's engineer has proposed twenty (20) feet of driving lane with curbs and gutters on one side as well as a four (4) foot wide sidewalk and no planter strip. The sidewalk shall be revised to five (5) feet in accordance with Section 27.123(11)(c). The complete cross section will result in twenty-eight (28) feet of pavement, curb and gutter on both sides and five (5) foot sidewalk on one side.
- Jaci's Way – Private Street: Twenty (20) feet of pavement with no curb, gutter or sidewalk, constructed to private street standards serving four (4) or fewer lots. The applicant's engineer has proposed an emergency vehicle turn-around within the first twenty-five (25) feet from Brush Street and within 150-feet of Lots 11 and 12 at the end of the private street. As conditioned below, the turn-around design and location shall be approved by the Fire Inspector.

The requested street grade variance limits the amount of street grading required for the construction of Pinehurst Street and, with minor modifications to submitted engineering plans, a deep incision in NW B Street will also be avoided.

Section 27.122 allows exceptions to the inter-connectivity requirements of the Code due to constraints related to topography, access restrictions or existing development patterns. The proposed development is located within the Steep Slope Hazard District and the proposed lot layout is limited by the steep terrain.

In 2004, the City Council passed Resolution 4851, which requires off-site pedestrian paths to connect all new subdivisions to "destination" streets (see ***Exhibit 16***). The nearest destination street to the proposed subdivision is the intersection of A Street and Dimmick Street. As conditioned below, the applicant is required to construct a pedestrian path from the intersection of Pinehurst and Brush Streets to the west

property line of tax lot 100, identified as the Brown property. The applicants will also be required to post security for the construction and installation of the pedestrian path through the Brown property.

Resolution 5492 authorized the City Manager to enter into an agreement with the property owners and authorized the property owners to construct an eight (8) foot pedestrian trail across City property. The applicant has successfully secured a pedestrian path easement across the Brown property for the construction of a pedestrian path. As conditioned below, the applicant is required to post security for the construction of the pedestrian path across the Brown property (tax lot 100) and execute the final agreement from Resolution 5492.

CRITERION (4): The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Staff Response: Satisfied with Conditions.

Water: The proposal includes the extension of a public water main to provide domestic and fire services to the individual properties. As conditioned below, the applicant shall submit a detailed utility plan to the Engineering Division for review and approval.

Sewer: The applicant proposes sewer main extensions within the dedicated public right of way and within the private street. A portion of sewer main will not be installed within Pinehurst Street south of Brush Street. As conditioned below, the applicant shall sign a no-cash Deferred Development Agreement where sewer will not be installed.

As conditioned below, a detailed utility plan and building pad elevations shall be submitted to the Engineering Division that indicates if gravity sewer service can be provided to Lots 3-5 without the need for sewer lateral easements. The construction drawings will also need to address the proposed abandonment of the existing public sewer main crossing existing tax lots 303 and 304 along Ponderosa Street, south of the proposed development.

Storm Water: The site contains the Blue Gulch natural drainage, which is listed as the Central Gilbert Creek drainage area, draining approximately five hundred (500) acres and emptying into Gilbert Creek at B Street. Both Blue Gulch (in the B and Grant Street area) and Gilbert Creek have capacity issues and cannot accommodate additional storm water runoff. In order to reduce the amount of runoff into the drainage basin, the applicant's engineer has proposed a system of open drainage swales along the lots that will reduce runoff rates and facilitate infiltration. The submitted plans show the existing ditch crossing Lot 1 to be moved to B Street. The existing storm pipes and an old Grants Pass Irrigation District (GPID) structure located on this proposed lot will be removed. As conditioned below, the applicant shall submit detailed drainage plans that include the design of the bio-swales and the design of the outfall of the ninety (90) degree turn at the south end of Pinehurst. A design of the outfall is required.

As conditioned below, the applicant shall indicate maintenance responsibility of the bio-swales and how future homeowners will be made aware of these systems The information shall include how residential fences along property lines will impact these bio-swale systems.

As conditioned below, a deed restriction shall be recorded on Lot 1 indicating that a previous drainage ditch bisected the property.

CRITERION (5): The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances, including:

(a) Providing the necessary information to complete the tree chart identified in Section 11.041.
(b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.
(c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

Staff Response: Satisfied with Conditions. As conditioned below, the applicant shall submit a tree canopy chart in accordance with Section 11.041 and tree protection plan in accordance with Section 11.050. If less than sixty (60) percent of the significant sized trees are retained, a Revegetation Fee shall be paid to the City of Grants Pass. The Revegetation Fee shall be $500 per significant size tree in the R-1-12 zoning district.

The requested variance to increase grades of Pinehurst Street seeks to lessen the impact of public improvements on the natural hillside. The applicant has worked diligently to create a more sensitive hillside development that protects as much of the natural beauty of the site as possible under Code requirements.

Solar Standards: The solar lot design standards in Section 22.632 (1) requires,

"At least 80 percent of lots in a residential subdivision shall:
(a) have a north-south dimension of at least 80 feet; or
(b) have a solar building line located on the lot(s) to the north of the subject lot. The solar building line shall be at least 85 feet north of the south property line of the subject lot. Construction on the lot shall be setback from the recorded solar building line in accordance with Section 22.623(2)."

Section 22.632 (3) states,

"Any proposed lot where any structure built on that lot would be exempt from solar setback standards as given in Section 22.621 of this Code

shall not be included in the total number of lots in the subdivision when calculating the number of lots in subsection (1) above."

All lots have a north/south lot dimension in excess of eighty (80) feet exceeding the requirement

CRITERION (6): The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.

Staff Response: Satisfied with Conditions. The subject parcel is located within the Highland Neighborhood as indicated in the Comprehensive Plan. The land-use element of the Comprehensive Plan indicates that the portion of the Highland Neighborhood will develop at low densities and that the portion of the neighborhood located within the Slope Hazard District will be encouraged to utilize cluster development, protect open space, and minimize soil disturbances. The proposed development, with approval of the requested variance, seeks to minimize impacts to the natural topography of the site and adjacent properties.

VII. RECOMMENDATION:

Staff recommends the Planning Commission **APPROVE** the Major Variance to Section 27.123(1).

Staff recommends the Planning Commission **APPROVE** the request for the thirteen (13) lot development with the conditions listed below.

CONDITIONS OF APPROVAL:

A. The following must be accomplished within 18 months of the Planning Commission's Decision and prior to issuance of a Development Permit. (Note: A Development Permit is required in order to obtain a grading permit.):

1. Execute the agreement with the City as outlined in Resolution 5439, related to the re-alignment of Brush Street.

2. Enter into an agreement with the City as outlined in Resolution No. 5492, related to construction of a public pedestrian trail across City property.

3. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/ she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

4. Provide financial documentation indicating financial ability to complete the project.

5. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Community Development and Engineering Departments.

6. Present a revised tentative plan demonstrating compliance with the conditions stated in the report. Include the following:

    a. An approved turn-around design for the private street, Jaci's Way, that complies with the requirements of Grants Pass Public Safety.

    b. Reflect private water and sewer laterals for each lot. Private laterals shall not cross property lines.

    c. Reflect abandonment of the unnecessary sewer and water laterals.

    d. Reflect street profile of Jaci's Way, with no parking from the end of the turn-around to intersection with Brush Street.

    e. Identify mailbox locations.

7. Submit a tree canopy chart in accordance with Section 11.041 and tree protection plan in accordance with Section 11.050. If less than thirty five (35) percent of the significant sized trees are retained, a Revegetation Fee shall be paid to the City of Grants Pass. The Revegetation Fee shall be $500 per lot in the R-1-12 zoning district.

8. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:

    a. Provide an engineered drainage plan for the subdivision and tentative drainage plans for each lot. The plan shall include line size and percentage of fall. The drainage plan shall include the prevention of storm water from crossing property lines unless within dedicated easements. GPID approval must be obtained prior to drainage into their system.

    b. Provide a grading plan and receive a grading permit prior to movement of any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the

grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.

c. Provide an erosion control and dust control plan for the subdivision.

d. Include any provisions of the NPDES permit on the construction plans.

e. Provide detailed bio-swale design, including connection to existing ditches, outfall designs and a vegetation plan for vegetative cover within the proposed bio-swales. Vegetation shall be able to withstand velocity of storm water runoff.

f. Provide the location and detail for proposed retaining walls.

g. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

Street Improvements:

(a) Show full street improvements for the proposed streets on site. Street grades must comply with City standards.

(b) Provide the finished grades for the turnarounds at the north end of B Street and Pinehurst Street

(c) Provide the finished grades for the turnarounds at the north end of B Street and Pinehurst Street

(d) Provide a turnaround at the intersection of Pinehurst Street and Brush Street

(e) Provide a cross section of the private street, Jaci Way

(f) Revise the cross section for Pinehurst Street to show five (5) foot sidewalk instead of four (4) foot

(g) Construction of a City Standard commercial drive approach at the intersection of the private street and Brush Street. The City Engineer may require appropriate transitioning from the private street to the City street.

(h) Obtain encroachment permits prior to any work in the right-of-way from both the City and County where applicable.

(i) Details for the proposed off-site pedestrian path through the Brown and City properties (City path to be a minimum of eight (8) feet wide). Path route to be staked out and approved prior to construction.

(j) Provide a striping and signage plan

Utility Plan **Provide detailed engineered drawings containing plan and profiles for the Utility Division Review (Specific conditions or changes to the utility shall be approved by the Engineering and Utility Departments).**

(a) Show the location of the private water and sewer laterals that will serve the 13 lots.

(b) Show the location of the RP backflow devices. All "premises" backflow prevention devices shall be located within 10 feet behind each public water meter. A "point of use" DC backflow prevention device shall be required on any water service utilizing city supplied water for use in an irrigation system.

(c) Show the location of water meters within the public right of ways. Water meters for the lots on the private street shall be located within the right of way of Brush Street.

(d) Show the location of water valves to be installed on the public water main at the intersection of B Street and Brush Street to facilitate future extension westerly.

(e) Provide a gate valve on the water main in B Street to connect the 12-inch main with the 6-inch main

(f) Show the installation of a sewer stub out on the public sewer line at the intersection of B Street and Brush Street to facilitate future extension westerly.

(g) Provide building pad elevations for Lots 3-5 and coordinate with the Public Works Division related to

proposed abandonment of the public sewer main crossing tax lots 303 and 304

(h) Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements)

9. Sign a Developer Installed Agreement for Public Improvements.

10. Sign a no-cash Deferred Development Agreement for future improvements in Pinehurst Street, including future installation of sewer south of Brush street and ½-street improvements along Lot 5.

11. Provide construction easements for the installation of the offsite pedestrian path through the Brown and City properties, if not covered under the agreements.

B. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval:

1. Substantially complete all construction items related to NW B Street, Brush Street, Pinehurst Street and Jaci Way.

   a. Secure for any remaining construction items in accordance with City Standards.

   b. Submit a one year maintenance guarantee.

   c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.

2. Install the offsite pedestrian path, according to the approved plans.

3. Submit a tree revegetation plan in accordance with Section 11.060.

4. Pay the tree deposit fee in the amount of $500 for each new lot (Section 11.060.2).

5. Separate sewer and water services are required for each tax lot. Private sewer and water lines shall not cross other tax lots.

6. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.

7. If individual lots were graded as part of the grading permit for the subdivision, please provide a map of those lots with new building pads and include the dimensions of the area graded.

8. All adjacent streets shall be swept regularly during construction.

9. Street names and signs shall be paid for by the developer and installed by the City. All other signs and markings including painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.

10. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.

11. Pay all engineering inspection fees due.

12. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.

13. Properly abandon any existing wells and provide evidence of proper abandonment to the Community Development Department.

14. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.

15. Complete installation of the public utility services as reflected on the approved utility plans.

16. Provide a copy of any proposed CC&R's & deed restrictions. The deed restrictions shall include the following:

    a. The maintenance of private street, including private water lines and private drainage systems that connect to City facilities

    b. Development shall be in accordance with submitted steep slope reports at the time of building permit submittal, with the natural slope protected as much as possible

    c. For Lot 1, indicate that a drainage ditch/seasonal creek used to bisect the property

    d. Maintenance of bio-swales on individual lots

    e. Location of fences on interior property lines as related to the location of bio-swales

17. Provide a land division guarantee issued by a title company.

18. Fire flows shall be tested prior to construction of individual homes to determine any square footage restrictions on the homes to be built.

19. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:

    a. Dedication of Brush Street to the public

    b. All easements indicated on approved construction plans

    c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary street frontages

    d. Include any necessary drainage and cross access easements

    e. Twenty (20) foot unobstructed and drivable public sewer main easement within Jaci Way

    After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Community Development Department. Failure to do so will nullify plat approval.

C. The following shall be accomplished at the time of development of individual lots in the subdivision:

Note: The following conditions are not all-inclusive and are provided for the information of the applicant.

1. Payment of all System Development Charges due; including, but not limited to, water, storm, sewer, parks and transportation (***see Exhibit 17***).

2. Development of lots shall be in accordance with solar standards.

3. Each lot shall have separate utility services.

4. The subject property is within the North Grants Pass Urban/Wild land Interface Area. The following special development requirements apply:

    a. Comply with Section 326, Wildfire Hazard Mitigation, of the One and Two family Dwelling Code. Also, comply with

Section 1109.7, Sparks from Chimneys, of the 1994 Uniform Fire Code.

b. No wood shake roofs shall be installed.

c. Landscaping shall be of fire resistant material. It shall be irrigated as necessary to maintain living vegetation and avoid fire hazards

5. All utilities shall be placed underground.

6. Comply with the Uniform Fire and Building Codes. Development of each single-family residential lot shall include an automatic fire sprinkler system.

7. Provide a detail of construction of the proposed driveways demonstrating that the slope of the driveway will not exceed 18% and that the transition from the street to the driveway will allow for access by City of Grants Pass Fire Vehicles. Lots with steep slopes need to have driveways approved by the Department of Public Safety prior to release of building permits. Structures located more than 150 feet from the main street will need to have driveway approaches approved by Public Safety for emergency access. Turn arounds are required for driveways longer than 150 feet and on Lots 11 and 12

8. Install landscaping in accordance with the approved landscape plan (Sections 11.041 ~ Tree Canopy and 23.031 ~ Residential Front Yard).

9. Submit lot drainage plans for approval on all building plans.

10. Significant size trees shall be retained and protected out to the drip line, in accordance with the tree protection plan and pursuant to Section 11.050.

11. Tree refund in the amount of $500 is available within one (1) year of final inspection and submittal of a valid receipt meeting or exceeding that amount of trees only.

12. Developed or undeveloped building lots will need to be maintained for weed and grass control throughout the year.

13. Provide addresses visible from the public right-of-way.

14. Submit lot drainage plans for approval on all building plans.

15. RP backflow devices shall be required as premises protection if private wells are present. DC backflow devices shall be required as point of use protection on all water services with multiple zone irrigation systems. All premises backflow protection devices shall be located within 10 feet behind each public water meter.

16. Gravel driveway approaches and other erosion and track out control measures shall be in place during construction of individual lots.

17. Prior to occupancy, driveways and parking and maneuvering areas shall be paved in accordance with the requirements of the Development Code and Public Safety requirements.

VIII. PLANNING COMMISSION ACTION:

A. Positive Action: Approve the request

1. as submitted.
2. with the conditions stated in the staff report.
3. with the conditions stated in the staff report as modified by the Planning Commission (list):

B. Negative Action: Deny the request for the following reasons (list):

C. Postponement: Continue item

1. indefinitely
2. to a time certain.

NOTE: State law requires that a decision be made on the application within 120 days of when the application was deemed complete.

IX. INDEX TO EXHIBITS:

1. Location Map
2. Aerial Photo
3. Tentative Plan
4. Narrative and supporting documents
5. Resolution No. 5439
6. Resolution No. 5440
7. Resolution No. 5441
8. Resolution No. 5493
9. Resolution No. 5492
10. Preliminary Grading Plan
11. Geotechnical Report
12. Upland Drive route
13. Deferred Development Agreement
14. Proposed pedestrian path route
15. Traffic Impact Analysis
16. Resolution No. 4851
17. SDC Brochure

Jaci's Rose Blossom Estates
36-05-07-31 TL 500
36-05-07-34 TL 200
Vicinity Map

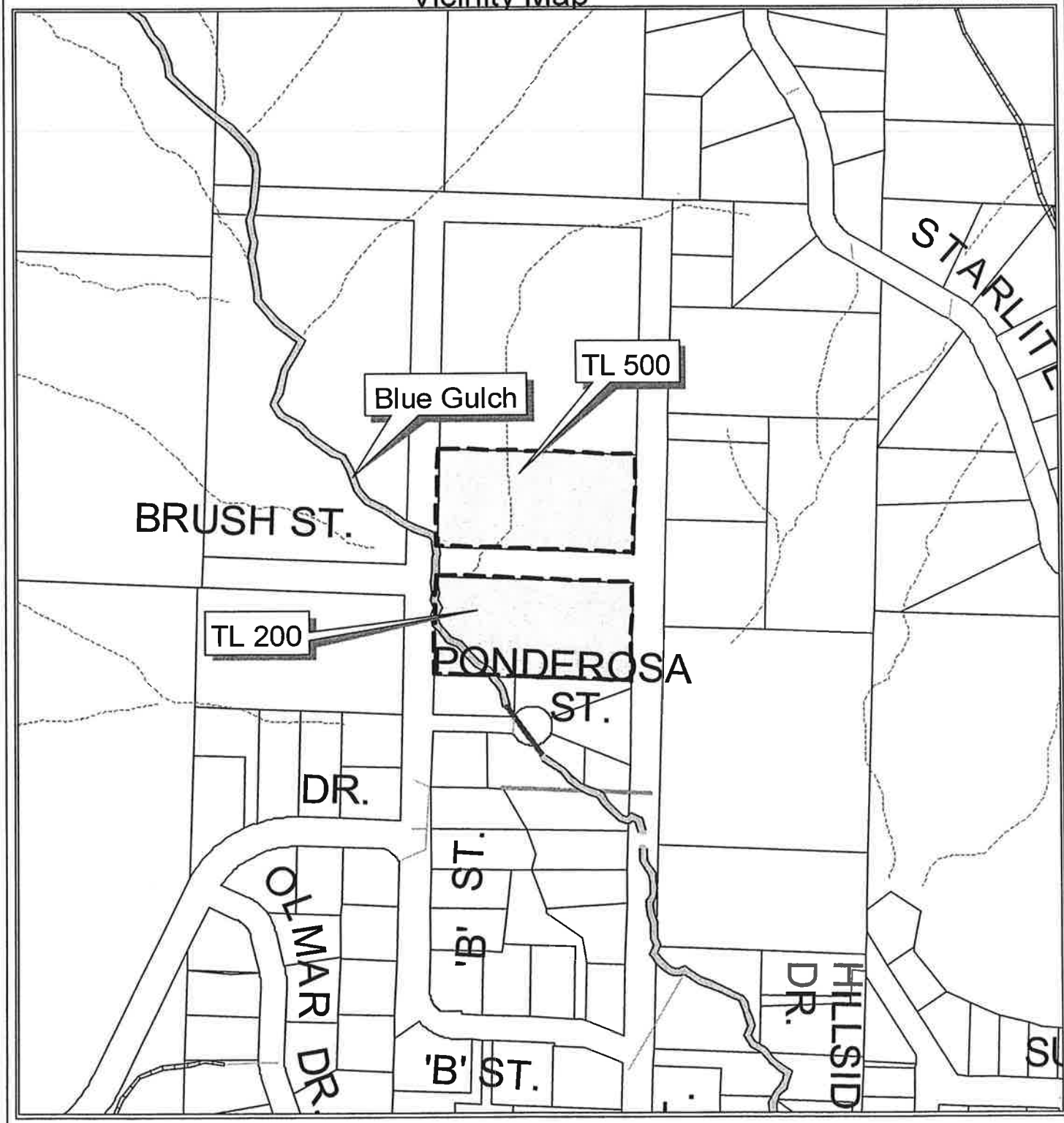
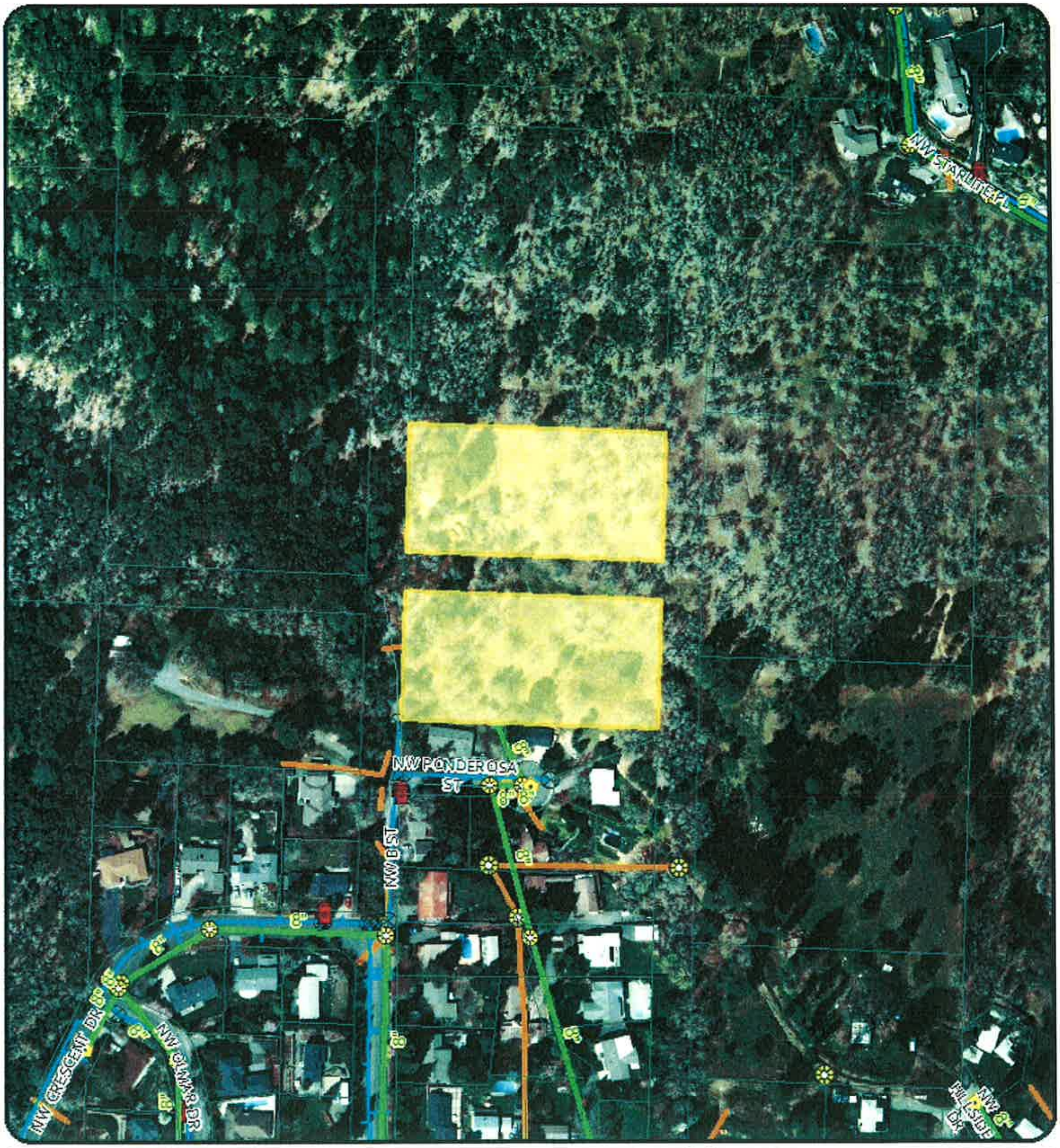


EXHIBIT 1



CITY OF GRANTS PASS

36-05-07-CA, TL 500
36-05-07-CD, TL 200

0 37.5 75 150 225 300 Feet

Legend

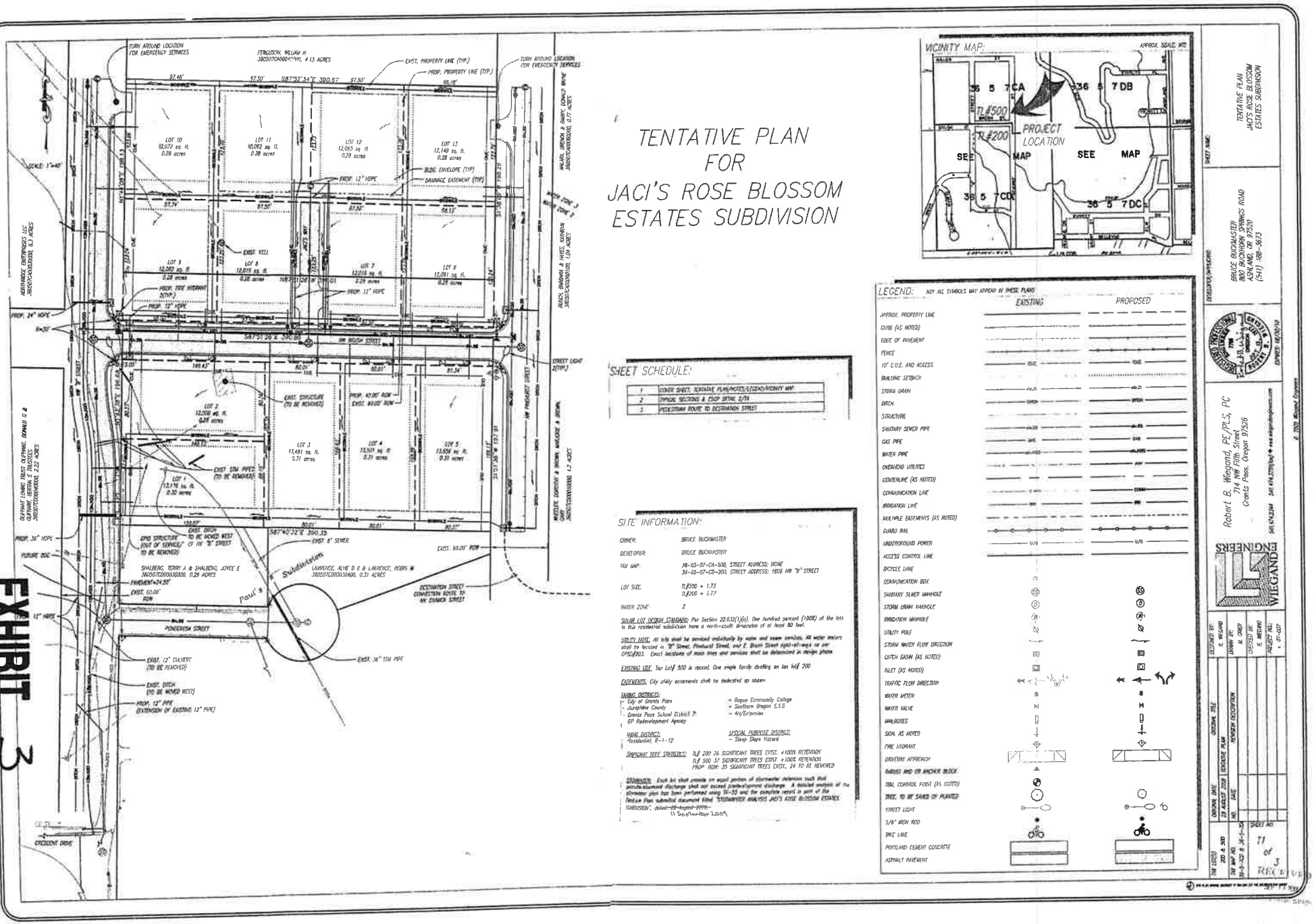
Subject Parcels

N

EXHIBIT 2

CITY OF GRANTS PASS
Parks & Community Development Dept.
101 Northwest 'A' Street
Grants Pass, OR 97526
Phone: (541) 450-6060
Fax: (541) 476-9218
Web: www.grantspassoregon.gov

June 23, 2015

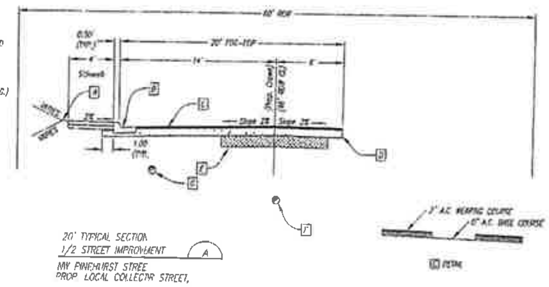

TENTATIVE PLAN
FOR
JACI'S ROSE BLOSSOM
ESTATES SUBDIVISION
VICINITY MAP:
PROJECT LOCATION
TL #500
TL #200
SHEET SCHEDULE:
SITE INFORMATION:
LEGEND:
EXISTING
PROPOSED
TENTATIVE PLAN
JACI'S ROSE BLOSSOM
ESTATES SUBDIVISION
BRUCE BUCKMASTER
Robert B. Wiegand, PE/P.L.S. PC
714 NW Fifth Street
Grants Pass, Oregon 97526
WIEGAND ENGINEERS
EXHIBIT 3

TYPICAL SECTIONS
FOR
JACI'S ROSE BLOSSOM ESTATES SUBDIVISION

SCALE: NTS

NOTES:

- [A] 4" TYPICAL CONCRETE SIDEWALK PER HILLSIDE STANDARD
- [B] CONCRETE CURB & GUTTER PER OPSD #102
- [C] 2" ASPHALT CONCRETE PAVEMENT, CLASS "C" (1/2" AGG.)
- [D] BASE 3/4"-0 CRUSHED ROCK, 8" THICK, 95% RMD
- [E] SELECT SUBGRADE, WHERE REQUIRED, 95% RMD
- [F] 8" SEWER MAIN (CENTERLINE OF ROW - TYPICAL)
- [G] 8" WATER MAIN (10' FROM CENTERLINE - TYPICAL)

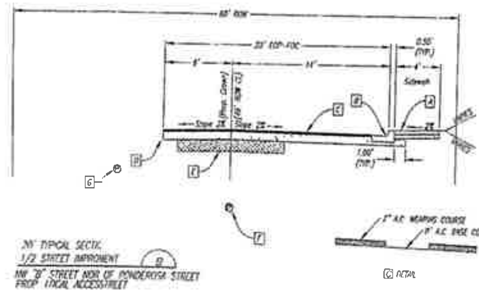


20' TYPICAL SECTION
1/2 STREET IMPROVEMENT (A)
NW PINEHURST STREE
PROP. LOCAL COLLECTOR STREET,

SCALE: NTS

NOTES:

- [A] 4" TYPICAL CONCRETE SIDEWALK PER HILLSIDE STANDARD
- [B] CONCRETE CURB & GUTTER PER OPSD #102
- [C] 2" ASPHALT CONCRETE PAVEMENT, CLASS "C" (1/2" AGG.)
- [D] BASE: 3/4"-0 CRUSHED ROCK, 8" THICK, 95% RMD
- [E] SELECT SUBGRADE, WHERE REQUIRED, 95% RMD
- [F] 8" SEWER MAIN (CENTERLINE OF ROW - TYPICAL)
- [G] 8" WATER MAIN (10' FROM CENTERLINE - TYPICAL)

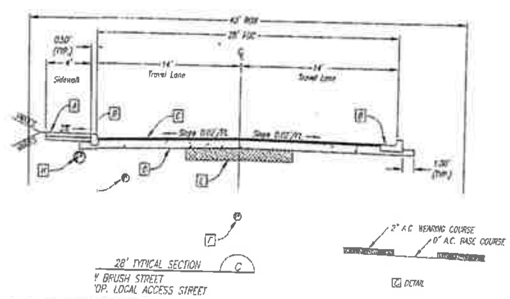


20' TYPICAL SECTIC
1/2 STREET IMPROVMENT (B)
NW "B" STREET NOR OF PONDEROSA STREET
PROP. LOCAL ACCESS STREET

SCALE: NTS

NOTES:

- [A] 4" TYPICAL CONCRETE SIDEWALK PER HILLSIDE STANDARD
- [B] CONCRETE CURB & GUTTER PER OPSD #102
- [C] 2" ASPHALT CONCRETE PAVEMENT, CLASS "C" (1/2" AGG.)
- [D] BASE: 3/4"-0 CRUSHED ROCK, 8" THICK, 95% RMD
- [E] SELECT SUBGRADE, WHERE REQUIRED, 95% RMD
- [F] 8" SEWER MAIN (CENTERLINE OF ROW - TYPICAL)
- [G] 8" WATER MAIN (4' FROM FACE OF CURB - TYPICAL)
- [H] 12" STORM DRAIN (1.5' FROM FACE OF CURB - TYPICAL)



28' TYPICAL SECTION (C)
Y BRUSH STREET
OP. LOCAL ACCESS STREET

SHEET NAME:	TENTATIVE PLAN JACI'S ROSE BLOSSOM ESTATES SUBDIVISION TYPICAL SECTIONS
DEVELOPER/APPLICANT:	BRUCE BUCKMASTER 800 BUCKHORN SPRINGS ROAD ASHLAND, OR 97520 (541) 488-3673
EXPIRES: 06/30/10	
Robert B. Wiegand, PE/PLS, PC	714 NW Fifth Street Grants Pass, Oregon 97526 541.474.2344 541.474.5731(fax) www.wiegandengineers.com
WIEGAND ENGINEERS	
DESIGNED BY:	R. WIEGAND
DRAWN BY:	M. GRIER
CHECKED BY:	R. WIEGAND
PROJECT NO.:	07-007
ORIGINAL DATE	18 AUGUST 2008
ORIGINAL TITLE	TENTATIVE PLAN
TAX LOT(S)	200 & 500

SUMMARY OF VARIANCE REQUEST

The proposed subdivision, Jaci's Rose Blossom Estates Subdivision, is located within the Slope Hazard District in the northwestern portion of the Urban Growth Boundary (UGB). NW "B" Street provides access to the Subdivision. The streets within and adjacent to the proposed Subdivision will be designed using hillside standards since the Subdivision is within the Slope Hazard District. The physical characteristics of the propose site pose some unique grading challenges. We are requesting the following four variances.

1. 1:1 cut slopes instead of 2:1 per Section 13.142(2) of the Grants Pass Development Code. Fill slopes will remain at 2:1.
2. 15 percent grade for Pinehurst Street which is a local collector instead of 12 percent per Schedule 27-3 of the Grants Pass Development Code.
3. Block length of 700 feet (Brush Street to Miller Street) instead of 600 feet per Section 27.122(1) of the Grants Pass Development Code.
4. Block perimeter length of 2,200 feet (Brush-"B"-Miller-Pinehurst-Brush) instead of 1,800 feet per Section 27.122(2) of the Grants Pass Development Code.

The variances 1 and 2 will significantly reduce the amount of vegetation and hillside area that will be disturbed to construct the streets in and adjacent to the Subdivision. Exhibits A, B, and C show differences in the amount of vegetation and hillside area that will be disturbed with and without the variances. Exhibit A shows the additional disturbed area between a 1:1 cut slope variance and no variance. Exhibit B shows the additional disturbed area between 15 percent grade variance on Pinehurst Street and no variance. Exhibit C shows the combined additional disturbed area between both variances 1 and 2 and no variance. Approval of variances 1 and 2 indicates the City's willingness to recognize Best Management Practices (BMP's) in areas that have unique features that should be preserved. The variances 1 and 2 will enable the development to maintain the site in a more nature and undisturbed condition. Exhibit D is a detailed recommendation letter from The Galli Group, licensed geotechnical engineers, that supports the variance to 1:1 cut side slopes given the location and soil type on site.

The rights-of-way for the streets in the vicinity of this Subdivision were previously created by deed and the H. B. Miller's Addition Subdivision. The proposed block length between Brush Street and Miller Street is approximately 700 feet. The perimeter block length for the Brush Street – "B" Street – Miller Street – Pinehurst Street block is approximately 2,200 feet. Installing a half-street along the north boundary of this Subdivision was considered. Installation of this half-street would have made variances 3 and 4 unnecessary. The ground along the north boundary of the Subdivision is steep which makes the installation of this half-street not practical. It could not meet street grade standards. Since it is not practical to shorten the block and perimeter block lengths, we are requesting variances 3 and 4.

6.060 Criteria for Variances

Previously granted variances shall not be considered to have established a precedent. The review body shall approve, approve with conditions, or deny the application. No variance shall be granted unless the review body finds that all of the applicable criteria under (A) and (B) have been satisfied.

(A) Qualifying Condition. The applicant shall demonstrate that the following elements are present to qualify for a variance.

(1) Unique Physical Constraint or Characteristic. The applicant has clearly described the nature of a unique physical constraint or characteristic of the property to which the variance application is related. The constraint is related to the particular property for which the variance is sought, regardless of the owner, and it does not relate to other property or personal conditions of the owner or applicant, such as personal financial circumstances or inconvenience. Either:

(a) The property has unique physical constraints or characteristics peculiar to the land involved, over which the applicant has no control, such as lot size or shape, topography, natural features, or other physical conditions on the site or in the immediate vicinity, which are not typical of other lands in the same zoning district subject to the same regulation; or

(b) The property has existing development, conforming or nonconforming, located such that it poses unique constraints to the further development of the property in full compliance with the standards of this Code.

APPLICANT RESPONSE: The subject property, located in the slope hazard district, has significant natural topographical constraints over which the applicant has no control. The slopes on site range from fifteen (15) to more than twenty-five (25) percent and are a unique physical constraint to the property. These variance requests are specific to this site and the layout of the public and private streets of the tentative subdivision as they fit within the existing contours and rights-of-way. The property has physical constraints in the form of steep slopes that limit the ability of the property to be developed. An engineering review of the property shows that allowing the property to exceed cut slope standards and permit 1:1 cut slopes will significantly reduce the amount of grading on the entire site (see Exhibit A). An engineering review of the property also shows that allowing Pinehurst Street to exceed the 12 percent grade standard for a local collector and permit a 15 percent grade will significantly reduce the amount of grading necessary to construct Pinehurst Street. Engineering solutions are proposed to assure that the increased slope will not lead to unstable slopes or increase erosion or storm water runoff. Natural topographical constraints do not permit the construction of a half-

street along the north boundary of the Subdivision which would reduce the block lengths and perimeter block length to comply with the standard requirements of the Grants Pass Development Code. The need for variance to block lengths and perimeter block lengths is caused by the natural features of the property and the previously existing rights-of-way.

(2) *Self-Created Constraint. If the review body finds the unique constraint described in Subsection (1) was self-created, the property shall only qualify for a variance if the review body determines that the self-created constraint can no longer be reasonably eliminated or reversed, or that it is in the public interest to grant a variance rather than require the owner to eliminate the self-created constraint. A situation shall be considered self-created if:*

(a) *A current or previous owner created the unique physical constraint or characteristic by dividing, reconfiguring, or physically altering the property in a manner such that it could only be subsequently developed, or further developed, by obtaining a variance to the regulations in effect at the time of alteration; and*

(b) *At the time the current owner altered or acquired the property, he could have known that, as a result of the deliberate alteration, the property could only be developed, or further developed, by obtaining a variance.*

APPLICANT RESPONSE: **Not Applicable.** The constraint on the property is not self-created. The topographical constraints of the property are natural and are outside the control of the applicant. The locations of the rights-of-way, which necessitate the need for block length and perimeter block length variances were created outside the control of the applicant. Until a tentative design was developed and tentative engineering done, the final slopes could not be determined. The need for these variances is not self-imposed. A redesign of the project will not eliminate the requirement to deal with the grading of the site. A new lot design would not eliminate the slope issue. The alternative slopes and grades requested will provide more buildable sites and it is in the public interest to minimize grading while maintaining zone density and stability of the site.

(3) *Need for Variance. The applicant has demonstrated that a variance is necessary to overcome at least one of the following situations:*

(a) *Allow Reasonable Use of an Existing Property. Due to the unique physical constraint or characteristic of an existing lot or parcel, strict application of the provisions of the Development Code would create a hardship by depriving the owner of the rights commonly enjoyed by other properties in the same zoning district subject to the same regulation. The variance is necessary for*

preservation of a property right of the owner, substantially the same as is possessed by owners of other property in the same district subject to the same regulation.

(b) *Better Achieve Public Purpose for Development, Division, or Adjustment of Lots and Parcels. There need not be a hardship to the owner to qualify for a variance under this Subsection. Due to the unique physical constraint or circumstance, the variance is necessary to better achieve the public purposes of the Comprehensive Plan and Development Code, with minimum deviation from standards. The variance will allow preservation of scenic, natural, or historic resources or features; allow a lot arrangement that represents a more efficient use of land; avoid odd shaped lots or flag lots; or alleviate other unique physical conditions to better achieve public purposes.*

(c) *Allow Flexibility for Expansion of Existing Development. The location of existing development on the property poses a unique constraint to expansion in full compliance with the Code. The variance is needed for new construction and site improvements in order to provide for efficient use of the land or avoid demolition of existing development, where the public purpose can be substantially furthered in alternate ways with minimal deviation from standards.*

APPLICANT RESPONSE: The circumstance prompting the need for the variances is best described by subsection (b) above. The requested variances seek to balance public purpose in order to minimize the disturbance of sensitive hillsides for the construction of "B" Street, Brush Street, Pinehurst Street, and a private street. Allowing the variances to create a steeper cut slopes and street grades will preserve more of the hillside in its natural condition and will reduce the amount of cut slopes exposed to drainage and erosion control problems. The variances will allow a reasonable use of the property to better approach zone density. Without the variances the buildable portions of the site will be reduced and flexibility of building design will also be reduced as structure design is more difficult when located on sloping land. When the grading areas are reduced the ability to deal with natural terrain in the design of structures is more flexible. The variances will also allow the retention of more natural terrain on the project. The natural terrain prohibits the installation of a second cross street between NW "B" Street and Pinehurst Street which would be necessary to maintain the block lengths and perimeter block length within standard. Because the second cross street cannot practically constructed, variances to block length and perimeter block length are necessary.

(4) *No Other Reasonable Alternative. Reasonable alternatives to comply with the provisions of the Development Code have been exhausted. No reasonable alternatives have been identified that would accomplish the same purpose in*

accordance with the Code without the need for a variance. If applicable, the applicant shall, at a minimum, demonstrate that the following are not reasonable alternatives instead of the requested variance:

(a) Lot line adjustment.

(b) Modified setback option, pursuant to Section 22.200.

(c) Alternate solar standards, pursuant to Section 22.623.

APPLICANT RESPONSE: The above mentioned options are not reasonable alternatives in order to comply with the Development Code standards and achieve the need for the variance described in Criterion 3 above. In order to maintain the hillside in as natural a state as possible and still be able to construct the streets in the approved subdivision, a variances to the allowable cut slopes and street grades are considered the best option. The impracticality of building a second cross street between NW "B" Street and Pinehurst Street make variances to the block length and perimeter block length the best option. There are no other code solutions to reduce the grading and excavation. The adjustment of lot lines will only reduce the number of lots or lead to more areas that are graded. The modified setback will not provide any relief as the grading reductions are mostly along the road frontage where setback modifications do not apply. The solar standards are not applicable to this variance.

(B) RESULT OF RELIEF: If the review body finds the proposal for a variance based on the criteria in Subsection (A) above, the review body shall only approve the proposal if it finds the specific proposal is consistent with the following criteria.

(5) Best Alternative. When a variance is needed for a purpose identified in Subsection (3) above, the proposed variance shall be the best alternative to achieve the purpose compared with variances to other standards that could accomplish the same purpose. The best alternative will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code, with the least impact to other properties and the public interest. Impacts to public facilities, substantial natural features, and natural systems shall be presumed to have broader public impact than localized impacts on nearby properties.

APPLICANT RESPONSE: In order to construct the roadway system for the proposed subdivision and maintain the existing hillside as close to natural conditions as possible, a variance of cut slope to a 1:1 slope and a variance of street grade to 15 percent is needed. The steeper slope will minimize the initial footprint of land to be graded which allows for a larger portion of the hillside to be preserved in its natural state. The variance is considered the best alternative in the short term in order to keep a larger part of the

properties in their original natural condition. The goal of the variance is to reduce the amount of area graded and the volume of soil removed in order to preserve the most natural slope possible. The engineer has shown that the proposed alternative will provide for safe slopes under the proposal while reducing the grading required. This would be the best alternative for the development of this site. Variances to block lengths and perimeter block length are considered the best alternative since a second cross street between NW "B" Street and Pinehurst Street is impractical.

(6) *Minimum Deviation. Adherence to the standards of this Code shall be maintained to the greatest extent that is reasonably possible while accomplishing the purpose in Subsection (3). The deviation from standards shall be the minimum necessary to accomplish the purpose, and shall not convey a special right to the property that is not available to properties in the same zoning district subject to the same regulation.*

APPLICANT RESPONSE: The proposed 1:1 cut slope variance is the minimum deviation from the standard in order to accomplish the purpose in Subsection 3 and create the street system in the subdivision with the least amount of disturbance to the site as a whole. It is true a 2:1 slope can be created however the amount of area denuded is much greater and leaves more of the site exposed. A deviation is necessary to achieve a bigger public purpose which is to maintain the natural environment and hillsides of the properties in as natural a state as possible for as long as possible. The proposed grade is the minimum deviation required to achieve the goal of reducing site disturbance, maintaining the maximum buildable area while maintaining the safety of the project. The proposed 15 percent grade variance is the minimum deviation required to achieve the goal of reducing site disturbance, maintaining the maximum buildable area while maintaining the safety of the project. Granting variances to block length and perimeter block length is the minimum deviation necessary to satisfy the requirements of the Development Code.

(7) *No Hazard. The proposal shall not pose a public safety hazard such as a visual obstruction or traffic hazard, and shall not obstruct pedestrian or vehicular movement or impede emergency access.*

APPLICANT RESPONSE: The grading of the roadway system for the subdivision will not pose a public safety hazard as described above. Construction of individual lots and subsequent grading for lot access and paving of driveways will need to be reviewed and approved by Public Safety so emergency vehicles can access the lots without any problems. The proposed variance will not significantly decrease vehicular nor pedestrian mobility in the area. The safety of the cut banks will be assured by the engineer that designs the grading plan and develops the erosion and sediment control plan to address storm water facilities. The variances will not cause an increase in hazard for the development of the site.

(8) *Plan and Ordinance Consistency. The proposal shall not adversely affect implementation of the Comprehensive Plan, and shall not be materially detrimental or*

injurious to the purposes of the Comprehensive Plan or Development Code; other applicable plans, policies, or standards; or other properties in the same district or vicinity.

APPLICANT RESPONSE: The Comprehensive Plan allows for development of hillsides in accordance with the Policies in Element 5. These are implemented through the regulations in Article 13 of the Development Code. The purpose of Article 13 balances the allowance of development in sensitive areas with protecting the natural features and mitigating conflicts. The proposed variance is a deviation from the standard however it allows for a greater preservation of the natural hillside while still accommodating development of the properties. The variance is consistence with the goals of the comprehensive plan to maintain natural areas as much as possible, make development safe and address the need for public facilities by controlling storm water runoff and providing adequate grading controls.

(9) *Mitigate Adverse Impacts. Adverse impacts shall be avoided where possible and mitigated to the extent practical. If a variance is not necessary to preserve a property right, or if the unique constraint in Subsection (1) was self-created, adverse impacts may be grounds for denial.*

APPLICANT RESPONSE: Allowing steeper cut slopes does create a challenge and concern with revegetating the exposed granitic soils. The Galli Group, geotechnical consulting engineers, provided written recommendations of methods to revegetate the slopes that have a better chance of holding the topsoil and encouraging and maintaining vegetative growth (see Exhibit D). The purposes of the requested variances to allow steeper cut slopes and steeper street grades are to minimize the area of grading disturbance and preserve as much of the hillside in a natural condition as possible while maintaining slope stability. The engineering of the steeper cut slopes and steeper street grades will be accomplished with the goal of reducing the volume and velocity of storm water runoff in order to minimize the adverse impacts of grading. It is understood that additional grading will be required upon development of individual lots and the hillside will be disturbed to a greater degree with the grading and construction of individual homes.

(10) *No Significant Increase in Residential Density. For development of an existing lot, if the variance is for a reduction to lot area, it shall not result in a significant increase in density. For a land division, the variance shall not result in an increase in density over that permitted by the zoning district, except that when a lot is reduced in size due to dedication of right-of-way, minimum lot area may be reduced by fifty square feet or less.*

APPLICANT RESPONSE: **Not Applicable.** The variance request does not apply to the residential density of the property. No increase in density or the number of lots is proposed with this variance.

(11) Recommendation of City Engineer. The review body shall consider a written recommendation of the City Engineer when the variance is any to any of the following standards:

(a) A street, access, or utility development standard in Article 27 or 28 of the Code.

(b) The Flood Hazard or Slope Hazard provisions in Article 13 of this Code.

(c) To allow encroachment into existing or planned right-of-way or public utility easement. When a variance is authorized to allow encroachment into a right-of-way, the owner shall sign a right-of-way use agreement that specifies the terms and conditions under which the right-of-way may be utilized.

APPLICANT RESPONSE: The requested variances relate to the Slope Hazard provisions in Article 13 of the Development Code as indicated in subsection (b) above. We have discussed the proposed variances with the City Engineer to demonstrate their benefits. The benefits of the variances include reduced site grading disturbance and preservation of more of the hillside in the natural condition. The engineered designs to implement the variances will not reduce safety, health, or welfare of the public. The City Engineer tentatively indicated his support of the requested variances.

(12) Additional Criteria. Variances from the street standards in Article 27 of this Code shall meet the additional criteria of 27.121(11) (h) (4) General Design Standards, 27.122 (5) Connectivity Standards, and 27.123(15) Street Section Design Standards.

APPLICANT RESPONSE: The requested variances do not relate to Section 27.121 (11)(h)(4) in regards to a request for additional driveway access and Section 27.123 (14) that requires a five (5) foot separation of streets from adjacent properties. Variances 3 and4 are to address Section 27.122(5) in regards to block standards.

13.123 Criteria for Approval

In addition to the criteria listed in Section 17.312, Section 17.413, or Section 18.043, the Review Body shall base its decision on the following criteria:

(1) The natural slope shall be maintained in as natural a state as possible.

APPLICANT RESPONSE: The proposed variances will reduce the amount of grading to occur with the construction of the streets in the subdivision. More of the properties will be maintained in their natural form if a 1:1 cut slope and a 15 percent street grade are used compared with grading the site at 2:1 slope and exposing more of the hillside.

Additional grading will occur with the construction of the individual lots.

(2) *Developments on Class B slopes are required to show other development alternatives that the developer considered, and to show the proposal represents the least possible impact to public safety, slope stability, and erosion.*

APPLICANT RESPONSE: Additional layout alternatives were discussed with City staff and the current proposal is the best alternative.

(3) *The natural drainage system and other natural landforms shall be left undisturbed where ever practical.*

APPLICANT RESPONSE: The variances will maintain the natural grade in as natural state as possible. The construction of the roads at a 1:1 cut slope and 15 percent grade will maintain a larger area of the site in its natural conditions. The less the site is graded allows for the natural drainage system to remain in tact.

(4) *The removal of significant sized trees shall not exceed the standard of Section 13.142 (3).*

APPLICANT RESPONSE: The numbers and percentages of significant trees to remain onsite are enumerated on the subdivision tentative plan.

(5) *The Steep Slope Development Reports and Grading and Erosion Control Plans shall meet the criteria stated in Section 13.140.*

APPLICANT RESPONSE: The above reports and plans were required as a condition of approval of the original subdivision. A steep slope report dated 01 February 2008 was submitted to Engineering. The proposed grading and erosion control plans for allowance of 1:1 slopes has also been submitted. Engineering is still reviewing the plans for final approval. Any additional information necessary to finalize the review shall be provided to the Engineering Division.

13.140 Criteria for Approval of Plans and Reports

To protect hillsides, significant size trees and the safety of the community and to prevent or mitigate possible hazards to life, property or the natural environment, the following standards shall apply to the Steep Slope Development Reports and Grading and Erosion Control Plans.

13.141 Steep Slope Development Reports. The Steep Slope Development Reports shall be approved by the City Engineer.

APPLICANT RESPONSE: A Steep Slope Development Report dated 01 February 2008 was submitted to the City Engineer.

13.142 Grading Plan. The Grading Plan shall minimize excavation and disturbance and shall demonstrate all of the following:

(1) All excavation and grading of the site for buildings and driveways, is done in accordance with Appendix Chapter 33 of the 1994 Uniform Building Code, or the appropriate chapter of any subsequently adopted replacement code, and minimizes disturbance of the natural condition of the site. Where there is a discrepancy among standards, the more restrictive shall always apply.

(2) All the finished cut and fill slopes are designed and contoured to replicate conditions prior to grading. The areas of excavation, fill and scarification shall be shown on the Grading Plan and limited to the area of the roadways. No cuts may include retaining walls greater than 15 feet in height from the finish grade or create any slopes which are greater than 50%. No filling may result in a retaining wall within the required setback greater than 6 feet in height from the finish grade or create any slopes which are greater than 50%.

(3) a) All significant sized trees shall be retained and protected during construction.

b) In lieu of 100% retention of significant sized trees, at the time of application the applicant may opt at the applicant's sole discretion, for the following procedure: Sixty percent of the significant sized trees are retained, and are protected during construction. The protection shall include the use of fencing to protect the trees out to the drip lines with no removal or addition of soil within the drip line areas. If the actual or proposed percentage of significant size trees to be retained and protected is less than 60 percent, a Revegetation Fee shall be paid to the City at the time to tentative plat approval. The Revegetation Fee shall be $350 per significant size tree to a maximum aggregate of $2,000 per lot. The City shall place the Revegetation Fee into a special fund to be used for the purchase and improvement of public open spaces. In expending monies

from the Revegetation Fund, among other factors, the City shall consider the needs and availability of open spaces in or near the applicant's project.

(4) All construction work is planned to minimize the amount of time the soil is exposed and unprotected. All access points shall be protected with gravel and crushed rock.

(5) All construction work disturbing the soil or affecting the natural drainage and runoff shall be scheduled to begin not earlier than April 15 and shall terminate not later than October 15. The Director may extend starting and completion dates by no more than 30 days based on the weather conditions prevailing at the time of the extension.

APPLICANT RESPONSE: The variance request will minimize the amount of soil disturbed at the time the streets are constructed in the subdivision. The cut slopes will result in slopes greater that fifty (50) percent but overall result in less disturbance of the site and less area exposed to erosion and runoff. A revegetation plan and protection of the exposed hillsides is required with approval of the variance.

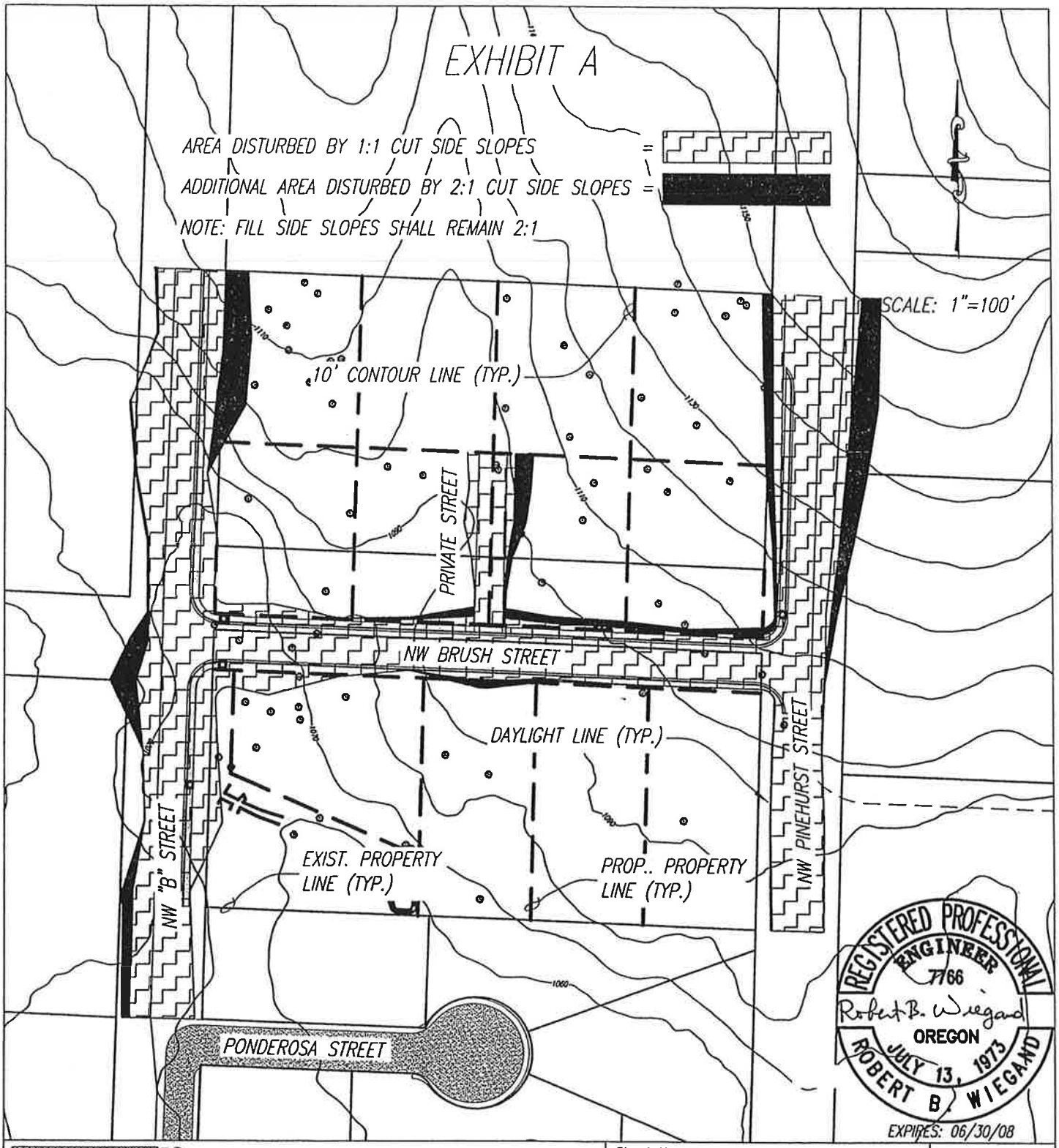
13.143 Erosion Control Plan. The Erosion Control Plan shall minimize erosion with preventative measures maintained throughout the development of the site. It shall meet all of the following standards:

(1) Revegetation and the use of other temporary erosion control measures shall protect the site, surrounding properties, streams and storm drain system from erosion through the winter months. Revegetation and all other temporary erosion control measures shall be fully in place and established by October 15 (See 13.124) and shall be maintained after storms and at other regular intervals according to the approved plan. The City Engineer may mandate, based on adverse weather conditions, any reseeding installed after September 15 be installed in the form of a mat.

(2) Native plants shall be used when possible.

(3) Revegetation of plants, trees, shrubs and grasses shall be installed in accordance with the approved Erosion Control Plan.

(4) Security for the implementation of the Erosion Control Plan shall be provided prior to the issuance of any grading permit.



WIEGAND ENGINEERS

Robert B. Wiegand,PE/PLS,PC
714 NW Fifth Street
Grants Pass, Oregon 97526

541.474.2344 ◆541.474.3791(fax) ◆www.wiegandengineers.com

Sheet Name:

EXHIBIT A
(SIDE SLOPE VARIANCE APPLICATION)
FOR
JACI'S ROSE BLOSSOM ESTATES

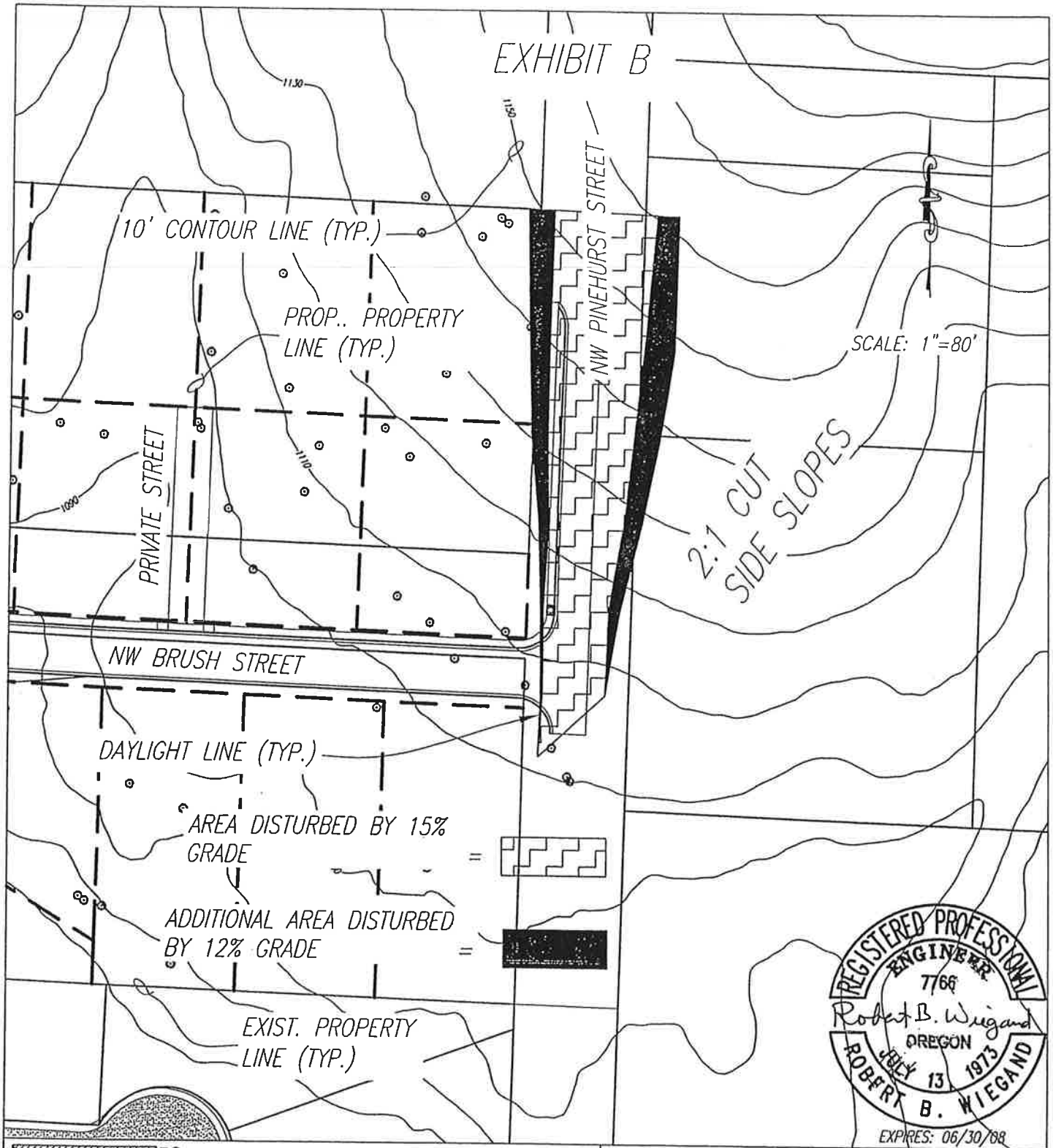
Project No.: 07-007

Drawn By: M. GRIER

Checked By: R. WIEGAND

Date: 04 JUNE 2008

Sheet No:

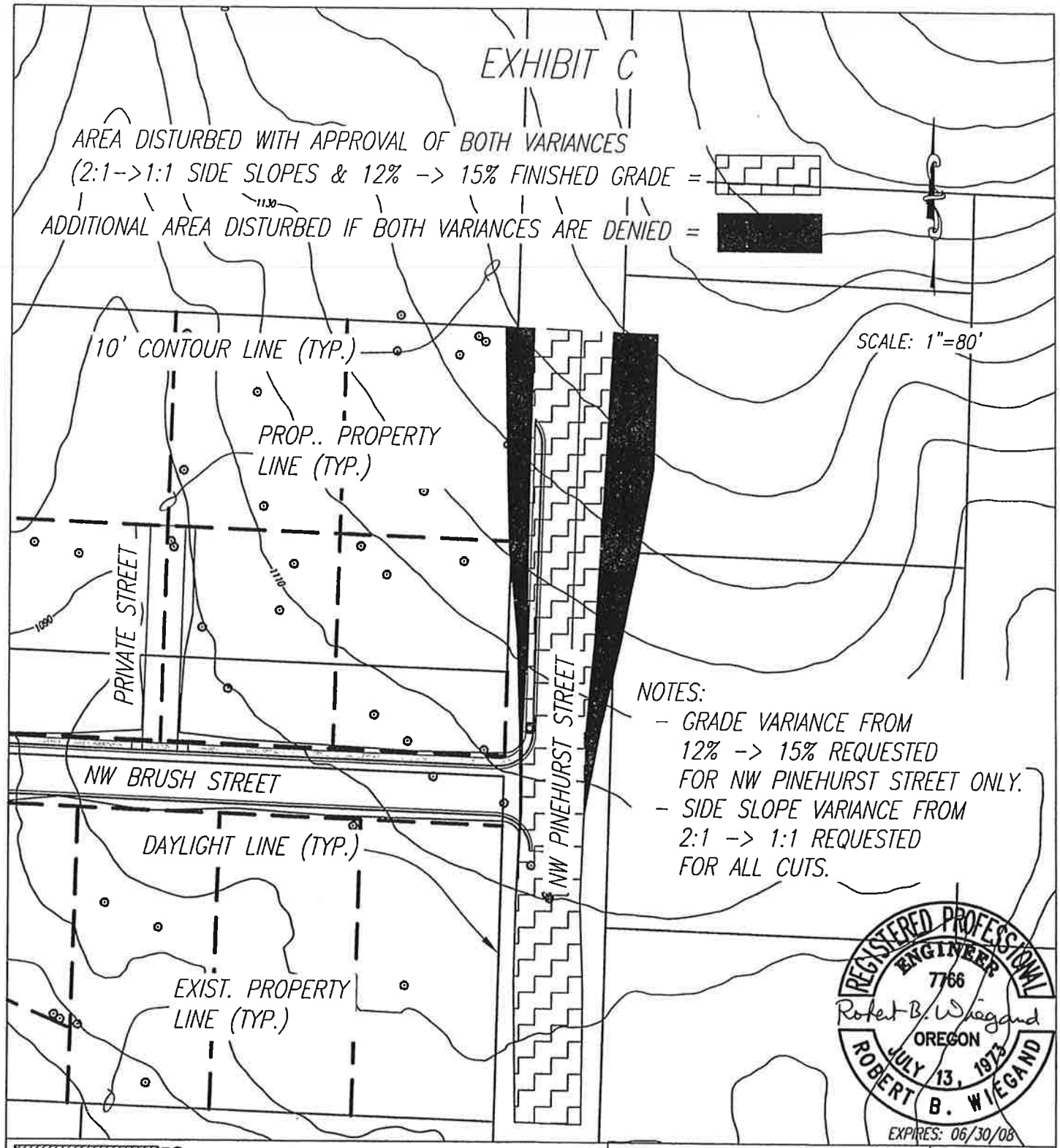


WIEGAND ENGINEERS
Robert B. Wiegand, PE/PLS, PC
714 NW Fifth Street
Grants Pass, Oregon 97526
541.474.2344 ⊕ 541.474.3791 (fax) ⊕ www.wiegandengineers.com

Sheet Name:
EXHIBIT A
(GRADE VARIANCE APPLICATION)
FOR
JACI'S ROSE BLOSSOM ESTATES

Project No.: 07-007

Drawn By: M. GRIER
Checked By: R. WIEGAND
Date: 04 JUNE 08
Sheet No:



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714 NW Fifth Street
Grants Pass, Oregon 97526
541.474.2344 ◆ 541.474.3791(fax) ◆ www.wiegandengineers.com

Sheet Name:
EXHIBIT B
(GRADE & SIDE SLOPE VARIANCE)
FOR
JACI'S ROSE BLOSSOM ESTATES

Drawn By: M. GRIER
Checked By: R. WIEGAND
Date: 04 JUNE 2008
Sheet No:
Project No.: 07-007

RESOLUTION NO. 5439

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A LAND EXCHANGE AGREEMENT FOR BRUSH STREET.

WHEREAS, the Council has considered the mutual benefit between the City and the Developer of Jaci's Rose Blossom Estates Subdivsion to realign Brush Street.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass, the land exchange agreement set forth on Exhibit "D", which is attached to and incorporated herein.

EFFECTIVE DATE of this Resolution shall be immediate upon its passage by the City Council and approval by the Mayor.

ADOPTED by the Council of the City of Grants Pass, Oregon, in regular session this 17th day of December, 2008.

SUBMITTED to and Approved by the Mayor of the City of Grants Pass, Oregon, this 21 day of December, 2008 to be effective on the date indicated as adopted by the City Council.

Len Holzinger, Mayor

ATTEST:

Acting Finance Director

Date submitted to Mayor: 12-19-08

Approved as to Form, Carl Sniffen, Deputy City Attorney

EXHIBIT 5

EXHIBIT "D"

LAND EXCHANGE AGREEMENT

BETWEEN THE CITY OF GRANTS PASS
AND
THE DEVELOPER OF JACI'S ROSE BLOSSOM ESTATES SUBDIVISION

WHEREAS by virtue of a deed dated May 1, 1964, recorded at Volume 237 Page 124, Josephine County Records, the **City of Grants Pass** (hereafter the "**City**") was given a strip of land sixty feet in width and running approximately 391 feet in length, constituting the southern 30 feet of Track K and the northern 30 feet of Tract L of the H.B. Miller Highland Addition to Grants Pass, Josephine County, Oregon, lying between "B" Street on the west and on an unimproved street known as Pinehurst on the east (**see Exhibit A entitled "Original Grant to the City**" incorporated herein by this reference) (hereinafter the "**City's Land**"); and

WHEREAS the above described grant of land to the City was a fee interest in this land in question, and given to the City for "street purposes"; and

WHEREAS the land granted to the City for street purposes was to enable Brush Street to continue on from "B" Street to Pinehurst Street; and

WHEREAS the City has not, to date, constructed the continuation of Brush Street and as a result the land remains vacant; and

WHEREAS Bruce G. Buckmaster and **Jacqueline A. Buckmaster** (hereinafter collectively know as the "**Developers**") are the owners of the remainder of Tract L and Tract K of H.B. Miller Highland Addition Grants Pass, Josephine County Oregon, which Tracts lie immediately north of and south of the City's Land (see **Exhibit C – "Developer's Land**"), and are also identified as Assessors Map No. 36-05-07-CA Tax Lot 500 and 36-05-07-CD Tax Lot 200; and

WHEREAS Developers wish to develop and subdivide Developers' Land, and in order to do so will be required to complete the construction of Brush Street between B Street and the unimproved Pinehurst Street; and

WHEREAS the City's Land, described in the first Whereas Clause above and contemplated to be used for the construction of the extension of Brush Street, does not properly align with the existing Brush Street West of B Street so as to allow the continuation portion of Brush Street East of B Street to be built without an unsafe and non-standard offset in direction; and

WHEREAS the City is desirous of having the continuation of Brush Street constructed and done so in a manner that eliminates the offset in locations shown on **Exhibit B**; and

WHEREAS the Developers are willing to exchange land that they own in Tract L of H.B. Miller's Highland Addition to Grants Pass Josephine County, Oregon for some of the City's land as described above in order to provide adequate land upon which to complete the extension of Brush Street in a fashion that allows the construction to be built without a offset in direction; and

WHEREAS the City is also willing and desirous of making that exchange;

NOW THEREFORE, for and in consideration of the sum of one dollar ($1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged,

including, but not limited to, the mutual provisions contained in this Agreement, the City and the Developers agree as follows:

1) All of the above recitals are incorporated herein by this reference.

2) Subject to the conditions set forth below Developers shall convey to the City by Warranty Deed, fee simple interest in the south twenty eight and seventy-eight one hundredths (28.78) feet of the north fifty-eight and seventy-eight one hundredths (58.78) feet of Tract L as shown on the H.B. Miller Highland Addition to Grants Pass, Josephine County, Oregon, all located in Assessors Map No. 36-05-07-CD Tax Lot 200 (See **Exhibit B and Exhibit 2 "Legal Description of Developer's Conveyance"**). Developer's conveyance shall be free and clear of all liens and encumbrances save and except those specifically approved in writing by the City. In addition Developer warrants that the land it will convey to the City shall be free and clear of all environmental contaminants, as defined by applicable law, and covenants to hold the City harmless and remediate any such contaminants should that warranty prove to be in error.

3) The City shall convey to Developer by Quitclaim Deed the south thirty (30) feet of Tract K and the north eighteen and seventy-eight one hundredths (18.78) feet of Tract L as shown on the H.B. Miller Highland Addition to Grants Pass, Josephine County, Oregon, all located in Assessors Map No's 36-05-07-CA Tax lot 500 and 36-05-07-CD Tax lot 200 (see **Exhibit B and Exhibit 1 "Legal Description of City Conveyance").** Having made no inquiry into the matters, and having no statutory disclosure duty, the City makes no representation as to either the environmental status of the property to be conveyed or the status of title. Developer shall take such actions that they deem appropriate to satisfy themselves as to the status of title, and environmental issues, if any.

4) The conveyance described above shall be contingent upon:
   a) Approval of the conveyances by the Grants Pass City Council by resolution, which resolution shall not be vetoed by the Mayor, or if vetoed, shall be overridden by the Council.
   b) Nothing herein shall be construed as City approval or willingness to approve of any matter submitted to it in the development process and nothing herein shall be construed as a waiver by the City of any requirement, rule, regulation, ordinance or other matter normally associated with a subdivision or development submission to the City. The City shall not be a party/participant to any subdivision and/or development of Developer's land, but instead shall only act in its normal municipal capacity with respect to any such subdivision or development.
   c) If the Developer completes its proposed subdivision, and proceeds to develop th subdivided land, the completion of the construction of the extension of Brush Street to City Standards shall be at Developers sole cost and expense.
   d) The Developer shall bear all costs and expenses related to recording the deeds of conveyance described above, and upon recording shall cause the original of the recorded transfer deed to the City and a copy of the recorded transfer deed to the

Developer, to be provided to the City.

e) Within 20 days of the execution of this document, and prior to any conveyance by the City the Developer shall provide to the City, a current preliminary title report on the property to be conveyed to the City, together with all underlying documents referenced in that report, for review by the City.

5 Reverter Provision

The conveyance deeds from the City to the Developer, and from the Developer to the City shall contain the following provision:

"Should the City declare a default under the terms of a "Land Exchange Agreement" between Grantor and Grantee, dated December ____, 2008, the land transferred by this deed shall, upon such declaration by the City revert back to the Grantor, and Grantees interests in said land shall be extinguished. In the event of any such occurrence Grantee agrees to cooperate in providing any document necessary to assure that the land records of Josephine County reflect the transfer back of the previously conveyed land. This Reverter provision shall expire of its own accord 10 years from the date of the filing of this deed, or upon the full construction, to then current City standards, of the Brush Street extension described herein, and upon expiration shall be null and void and of no further effect.

Witnesseth this agreement is executed this _____ day of _____ 2008 in Josephine County Oregon.

Developer:

_____

Bruce G. Buckmaster

_____

Jacqueline A. Buckmaster

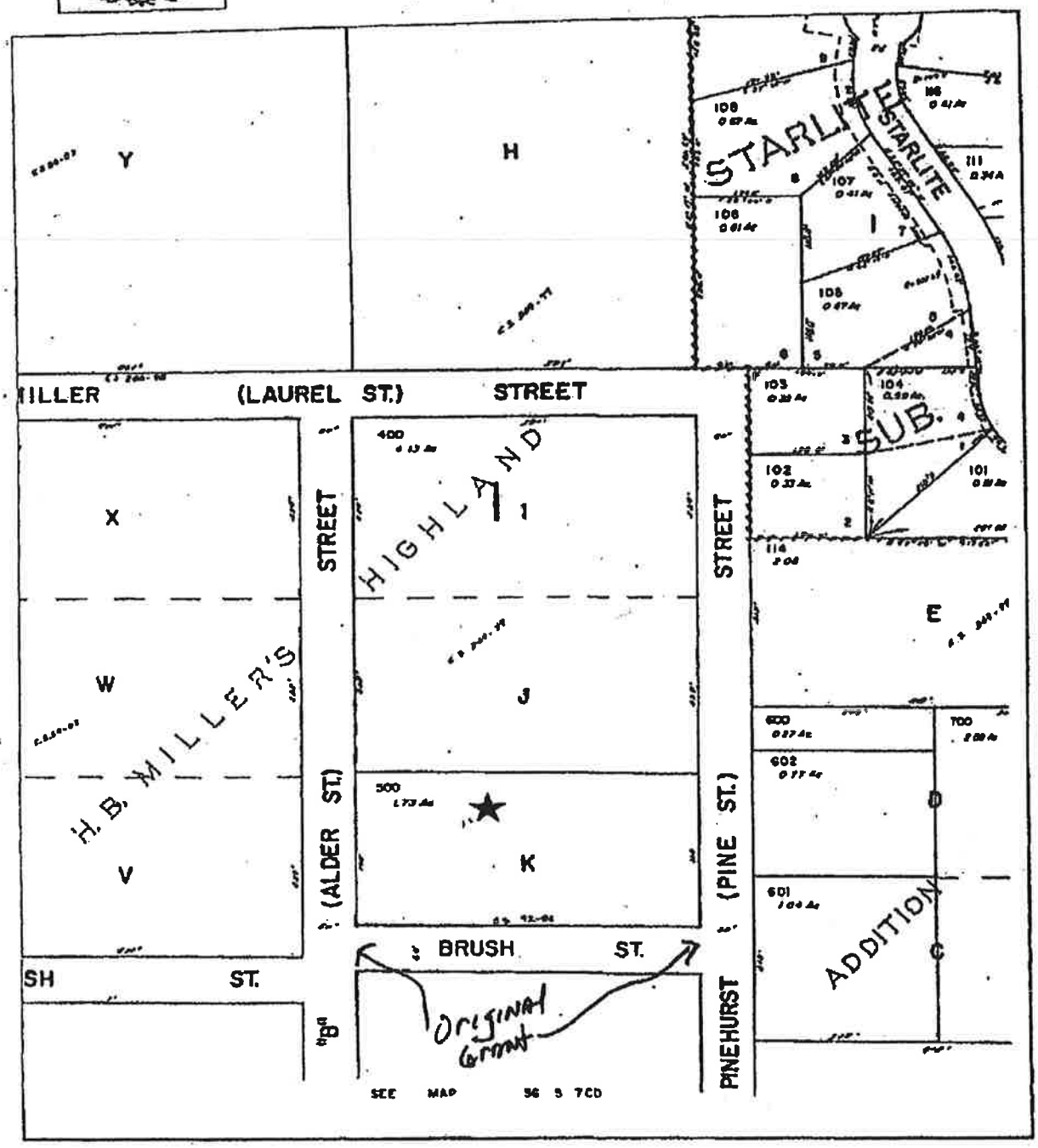
City:
City of Grants Pass, A
Municipal Corporation in the State of Oregon

By _____
David W. Frasher, its City Manager

Attest _____
David Reeves, its Finance Director

Approved as to Form _____
Kris Woodburn, its City Attorney

FIRST AMERICAN TITLE
Insurance Company of Oregon

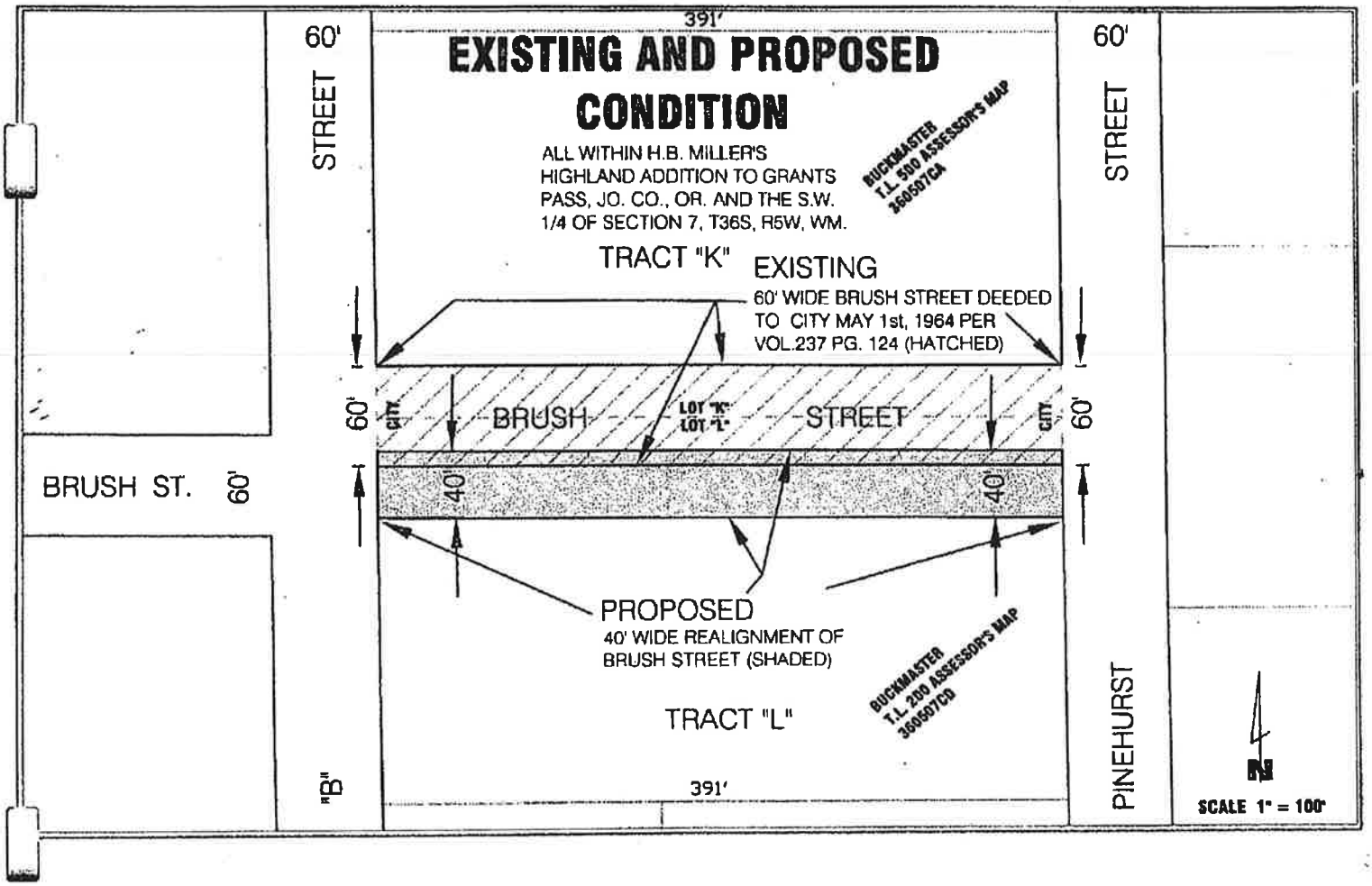


TOWNSHIP 36 RANGE 5 SECTION 7CA

THIS SKETCH IS FOR LOCATION PURPOSES ONLY. NUMBERS ON SKETCH ARE COMPANY NUMBERS AND NO LIABILITY IS ASSUMED FOR VARIATIONS DISCLOSED BY SURVEY FOR COUNTY RECORDS.

EXHIBIT A

ORIGINAL GRANT TO THE CITY


EXISTING AND PROPOSED CONDITION
ALL WITHIN H.B. MILLER'S HIGHLAND ADDITION TO GRANTS PASS, JO. CO., OR. AND THE S.W. 1/4 OF SECTION 7, T36S, R5W, WM.
BUCKMASTER T.L. 500 ASSESSOR'S MAP 36S07CA
TRACT "K"
EXISTING
60' WIDE BRUSH STREET DEEDED TO CITY MAY 1st, 1964 PER VOL.237 PG. 124 (HATCHED)
391'
60'
STREET
BRUSH
LOT "K"
LOT "L"
STREET
40'
PROPOSED
40' WIDE REALIGNMENT OF BRUSH STREET (SHADED)
BUCKMASTER T.L. 200 ASSESSOR'S MAP 36S07CD
TRACT "L"
BRUSH ST. 60'
"B"
PINEHURST
SCALE 1" = 100'

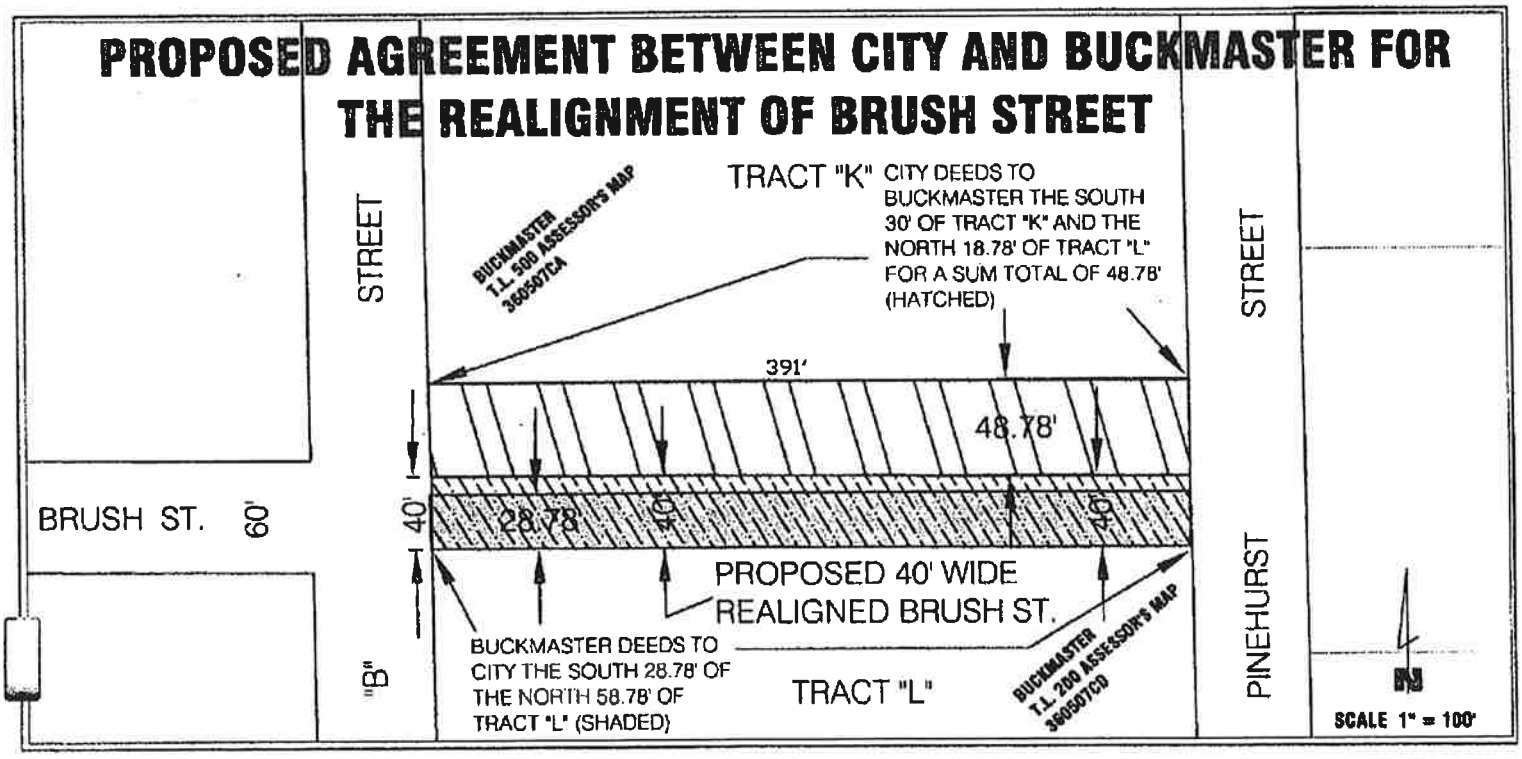

PROPOSED AGREEMENT BETWEEN CITY AND BUCKMASTER FOR THE REALIGNMENT OF BRUSH STREET
TRACT "K"
CITY DEEDS TO BUCKMASTER THE SOUTH 30' OF TRACT "K" AND THE NORTH 18.78' OF TRACT "L" FOR A SUM TOTAL OF 48.78' (HATCHED)
BUCKMASTER T.L. 500 ASSESSOR'S MAP 36S07CA
391'
48.78'
40'
28.78'
40'
40'
PROPOSED 40' WIDE REALIGNED BRUSH ST.
BUCKMASTER DEEDS TO CITY THE SOUTH 28.78' OF THE NORTH 58.78' OF TRACT "L" (SHADED)
TRACT "L"
BUCKMASTER T.L. 200 ASSESSOR'S MAP 36S07CD
STREET
BRUSH ST. 60'
"B"
PINEHURST
SCALE 1" = 100'

EXHIBIT "B"

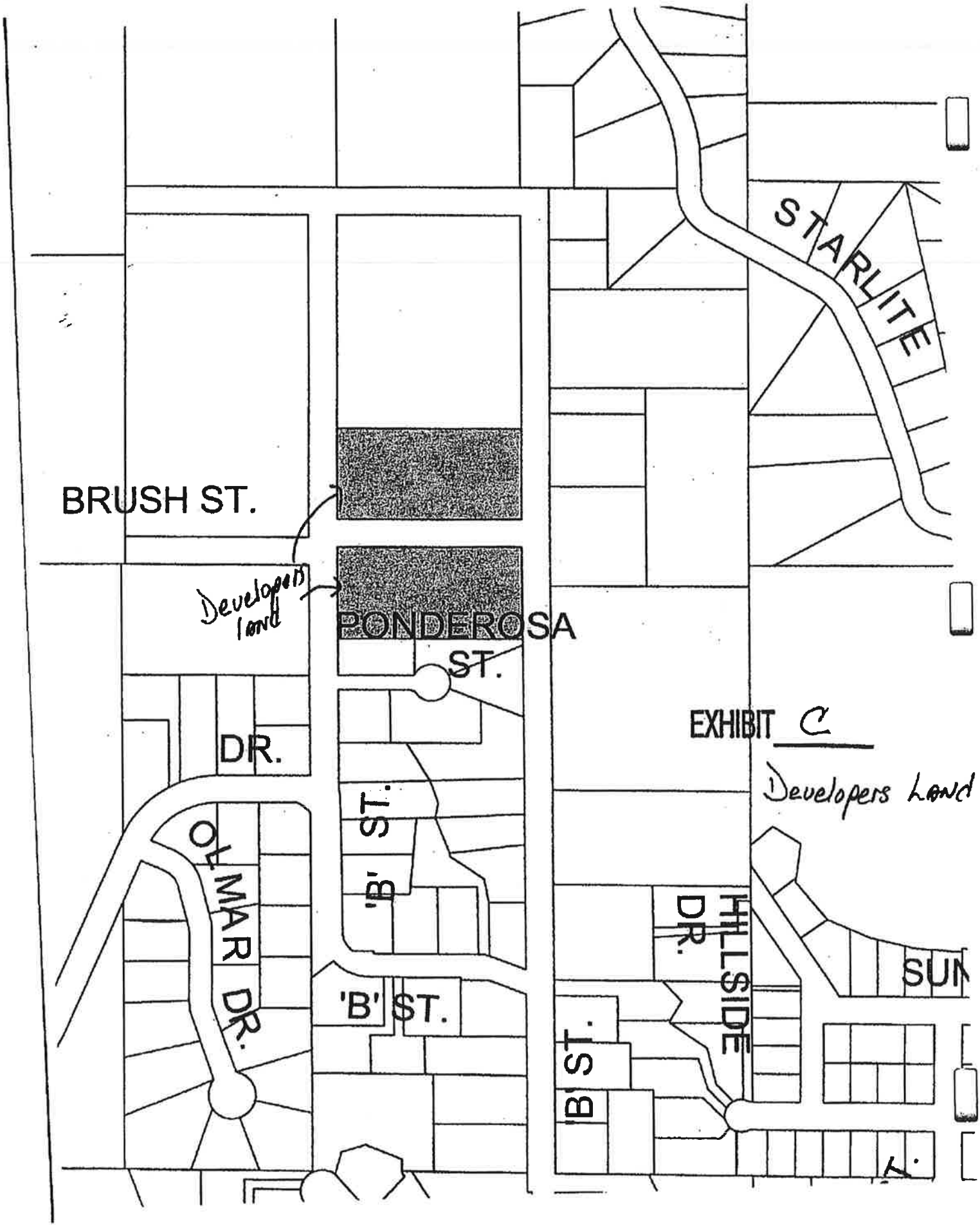

STARLITE
BRUSH ST.
Developers land
PONDEROSA
ST.
EXHIBIT C
Developers Land
DR.
'B' ST.
OLMAR DR.
'B' ST.
'B' ST.
HILLSIDE DR.
SUN

EXHIBIT 1

LEGAL DESCRIPTION OF CITY CONVEYANCE

(Assessor's Map 360507CA TL 500 & 360507CD TL 200)

A STRIP OF LAND APPROXIMATELY 391 FEET LONG AND EXACTLY 48.78 FEET WIDE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE SOUTH 30 FEET OF TRACT 'K', MILLER'S HIGHLAND ADDITION TO GRANTS PASS, OREGON, AN OFFICIAL PLAT RECORDED IN JOSEPHINE COUNTY, OREGON;

ALSO, THE NORTH 18.78 FEET OF TRACT 'L', MILLER'S HIGHLAND ADDITION TO GRANTS PASS, OREGON, AN OFFICIAL PLAT RECORDED IN JOSEPHINE COUNTY, OREGON;

ALL WITHIN SECTION 7, TOWNSHIP 36 SOUTH, RANGE 5 WEST OF THE WILLAMETTE MERIDIAN, JOSEPHINE COUNTY, OREGON, AND THE CITY OF GRANTS PASS.

PREPARED BY: CITY ENGINEERING
DATE PREPARED: DEC. 10TH, 2008

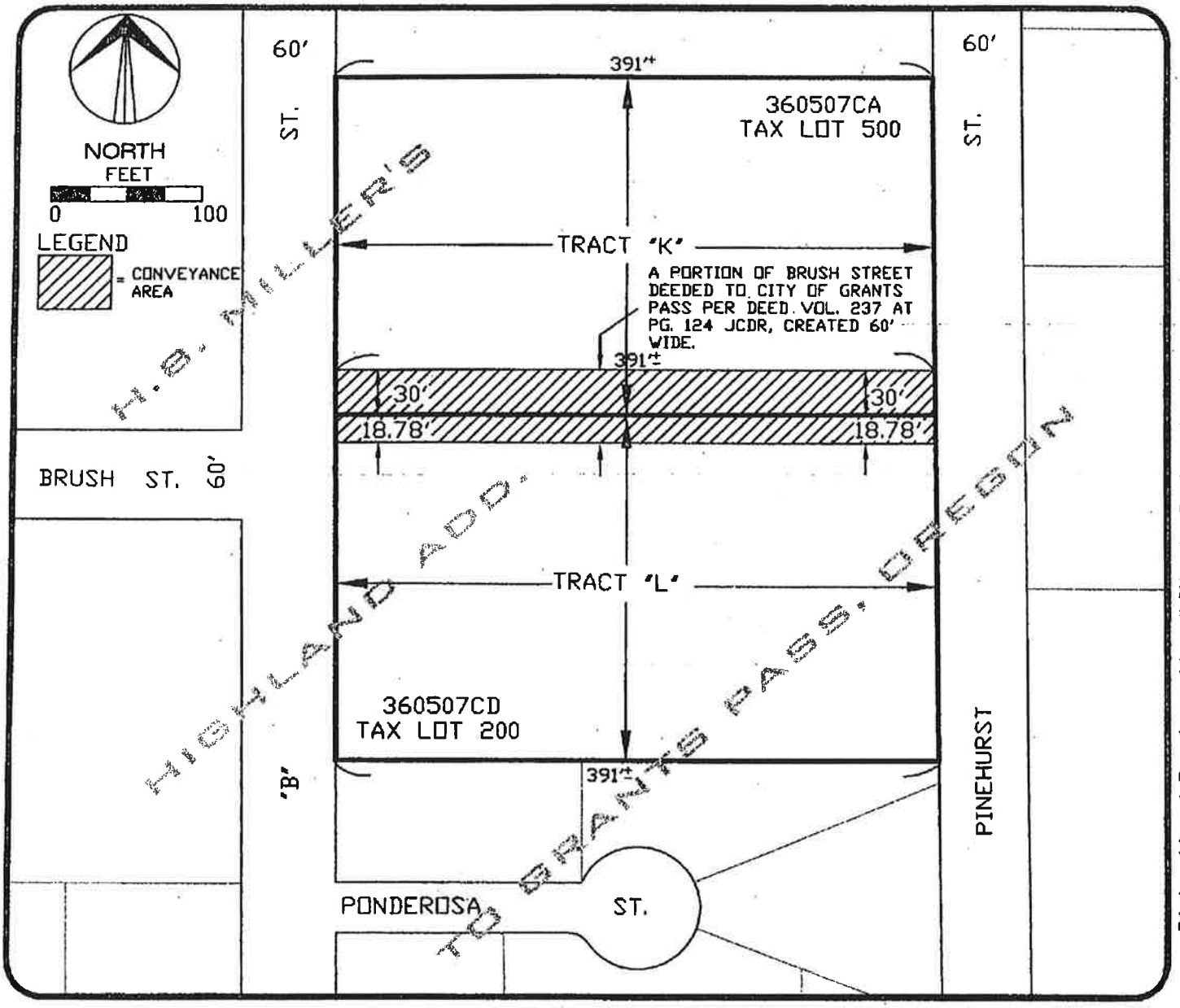


EXHIBIT 2

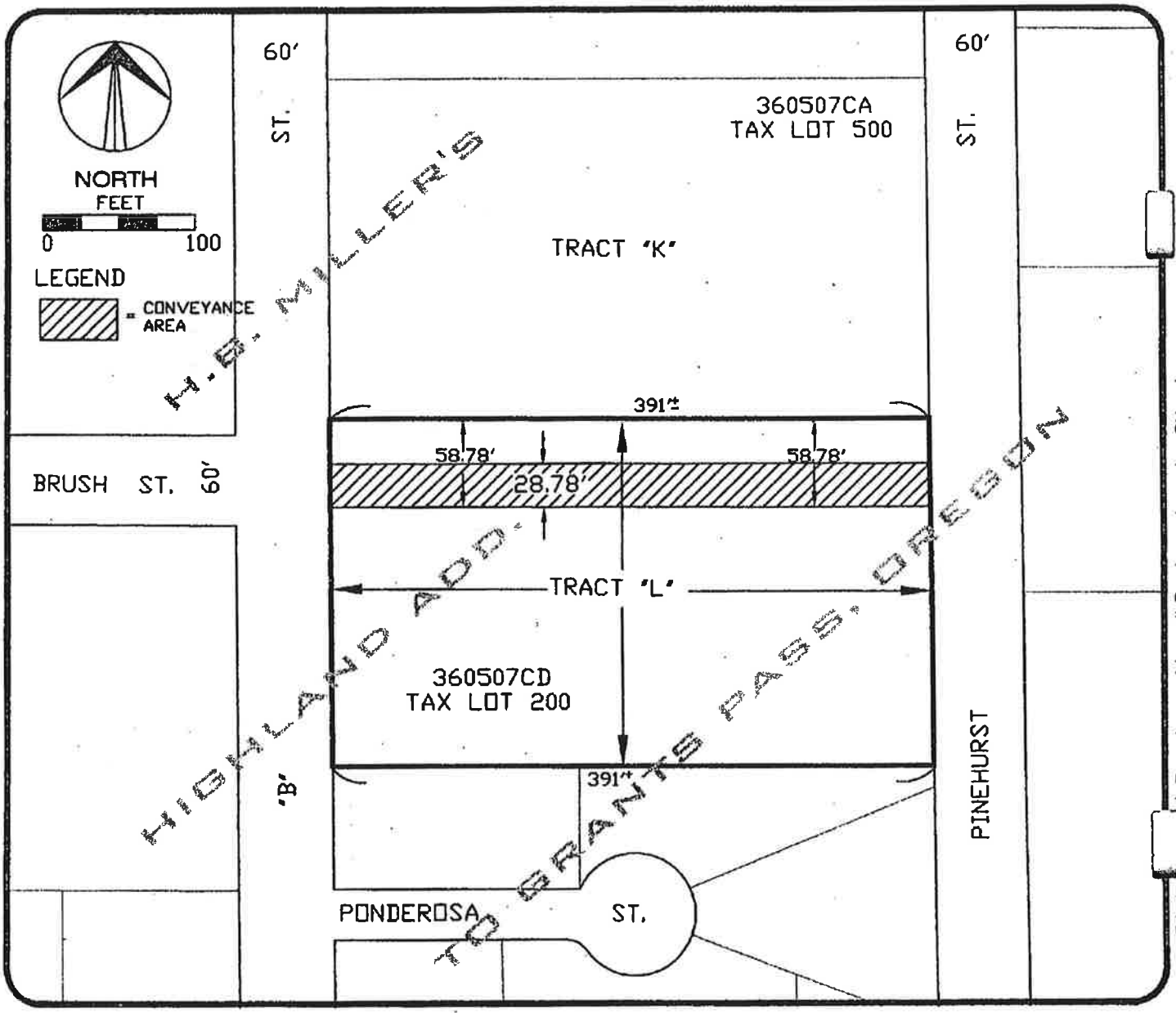
LEGAL DESCRIPTION OF
BUCKMASTER CONVEYANCE
(Assessor's Map 360507CD TL 200)

A STRIP OF LAND APPROXIMATELY 391 FEET LONG AND EXACTLY 28.78 FEET WIDE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE SOUTH 28.78 FEET OF THE NORTH 58.78 FEET OF TRACT 'L', MILLER'S HIGHLAND ADDITION TO GRANTS PASS, OREGON, AN OFFICIAL PLAT RECORDED IN JOSEPHINE COUNTY, OREGON;

ALL WITHIN SECTION 7, TOWNSHIP 36 SOUTH, RANGE 5 WEST OF THE WILLAMETTE MERIDIAN, JOSEPHINE COUNTY, OREGON, AND THE CITY OF GRANTS PASS.

PREPARED BY: CITY ENGINEERING
DATE PREPARED: DEC. 10TH, 2008



RESOLUTION NO. 5440

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH BRUCE AND JACI BUCKMASTER FOR THE LOCATION AND CONSTRUCTION OF A PUBLIC TRAIL ACROSS PROPERTY OWNED BY THE CITY.

WHEREAS:

1. Bruce and Jaci Buckmaster (the developer) submitted an application to the City for the construction of a twelve-lot subdivision; and

2. Approval of the subdivision necessitated providing a pedestrian connection to a Destination Street in accordance with Council Resolution 4851; and

3. After a public hearing on the proposed subdivision, the Urban Area Planning Commission obligated the developer to a maximum of 5 ½ foot of paving width for the off-site pedestrian connecter path, which is the minimum standard required by Resolution 4851; and

4. The property's location at the end of NW 'B' Street made installation of sidewalks along 'B' Street difficult due to inadequate right-of-way and steep grades in an already developed area; and

5. The property's proximity to a 19.8 acre City parcel, described as tax lot 100 on Assessor's Map and Page 36-05-07-43 and also Lot 7, Block A of the Sunset Heights Addition, which is located off of Sunset Drive in the northwest part of Grants Pass is more conducive to access for pedestrians; and

6. City standard pedestrian paths are paved to a minimum of eight feet in width, which allows Public Safety and maintenance access; and

7. The Parks and Recreation Master Plan shows that the area is projected to contain numerous City parks and recreational areas, including the Saddleback Trail, which could potentially cross the aforementioned City property; and

8. The City has budgeted monies for the Saddleback trail in as Capital Project LB 5036.

EXHIBIT 6

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that the City Manager is authorized to enter into an agreement with the developer to locate and construct a portion of the Saddleback Trail, constructed to City standards, across the above mentioned lots to connect with the tentative Jaci Rose Blossom Estates Subdivision conditioned upon the following terms:

1. The DEVELOPER obtains a Development Permit for construction of the Jaci Rose Blossom Estates Subdivision

2. The DEVELOPER obtains a public pedestrian trail easement from Marjorie Brown (tax lot 100 on Assessor's Map and Page 36-05-07-34), as required by the Urban Area Planning Commission findings of fact

3. The CITY shall provide 31% (2 ½ feet of trail width) of the final costs for construction of this portion of the Saddleback Trail and the DEVELOPER shall provide 69% (5 ½ feet of trail width) of the final costs for construction of this portion of the Saddleback Trail

EFFECTIVE DATE of this Resolution shall be immediate upon the passage and signature by the Mayor in accordance with the Grants Pass City Charter.

ADOPTED by the Council of the City of Grants Pass, in regular session this 17th day of December 2008.

SUBMITTED to and _____ by the Mayor of the City of Grants Pass, Oregon, this 19 day of December, 2008.

Len Holzinger, Mayor

ATTEST:

_____ Date submitted to Mayor: 12-19-08

Acting Finance Director

Approved as to Form, Carl Sniffen, Deputy City Attorney: _____

RESOLUTION NO. 5441

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH BRUCE AND JACI BUCKMASTER FOR THE ACCEPTANCE OF A PARCEL (TRACT A) TO BE DEDICATED TO THE CITY OF GRANTS PASS.

WHEREAS:

1. Bruce and Jaci Buckmaster (the developer) submitted an application to the City for the construction of a twelve-lot subdivision; and

2. Shown on tentative plans is a 0.28 acre parcel that the developer would like to donate to the City of Grants Pass for public open space; and

3. Said 0.28 acre parcel contains the Blue Grouse drainage way, which is a significant natural feature in the northwest area of Grants Pass; and

4. The City of Grants Pass Development Code requires protection of significant natural features throughout new development; and

5. Said 0.28 acre parcel represents a small portion of a larger whole that consists of the Blue Grouse watershed; and

6. Subsequent development in the Blue Grouse watershed will be required to protect and retain natural features; and

7. The area is projected to contain the Saddleback Trail, a portion of which is being constructed by the developer in conjunction with approval for the Jaci Rose Blossom Estates Subdivision; and

8. The City recognizes the need for, and the value of, providing public open spaces when land becomes available.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that the City Manager is authorized to enter into an agreement with the developer to accept ownership of Tract 'A' of the Jaci Rose Blossom Estates Subdivision upon acceptable construction of landscape improvements. The City will take deed to said Tract for public purposes conditioned upon the following terms:

EXHIBIT 7

1. The DEVELOPER agrees to designate said Tract as "Open Space" on plans and plats and

2. The DEVELOPER provides a landscape plan showing low maintenance and drought tolerant plants and

3. The DEVELOPER revises drainage plans to show relocation of any drainage detention facilities from said Tract and

4. The DEVELOPER prepares the site and installs landscaping according to approved plans and

5. The DEVELOPER provides for sufficient irrigation to establish ongoing health and vitality of plantings and

6. The DEVELOPER maintains the site, including the health and vitality of installed landscaping, for a period of not less than two (2) years from the date of the adoption of this Resolution before the CITY will accept conveyance of the deed to said Tract.

EFFECTIVE DATE of this Resolution shall be immediate upon the passage and signature by the Mayor in accordance with the Grants Pass City Charter.

ADOPTED by the Council of the City of Grants Pass, in regular session this 17th day of December 2008.

SUBMITTED to and _____ by the Mayor of the City of Grants Pass, Oregon, this 25 day of December, 2008.

Len Holzinger, Mayor

ATTEST:

Acting Finance Director

Date submitted to Mayor: 12-19-08

Approved as to Form, Carl Sniffen, Deputy City Attorney:

RESOLUTION NO. 5493

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS REPEALING RESOLUTION 5441 WHICH AUTHORIZED THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH BRUCE AND JACI BUCKMASTER FOR THE ACCEPTANCE OF A PARCEL (TRACT A) TO BE DEDICATED TO THE CITY OF GRANTS PASS.

WHEREAS:

1. The Council approved Resolution 5441 on December 17 which authorized the City Manager to accept Tract A with conditions; and

2. Bruce and Jaci Buckmaster and the City could not agree on conditions for the dedication; and

3. Bruce and Jack Buckmaster have requested this resolution be repealed.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that Resolution 5441 be repealed.

EFFECTIVE DATE of this Resolution shall be immediate upon the passage and signature by the Mayor.

ADOPTED by the Council of the City of Grants Pass, in regular session this 15th day of April 2009.

SUBMITTED to and Approved by the Mayor of the City of Grants Pass, Oregon, this 17th day of April 2009 to be effective on the date indicated as adopted by the City Council.

Michael Murphy, Mayor

ATTEST:

David Reeves
Finance Director

Date submitted to Mayor: 4-16-09

Approved as to Form, Paul Nolte, Interim City Attorney: Paul Nolte

EXHIBIT 8

RESOLUTION NO. 5492

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS AMENDING RESOLUTION 5440 AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH BRUCE AND JACI BUCKMASTER FOR THE LOCATION OF A PUBLIC TRAIL ACROSS PROPERTY OWNED BY THE CITY.

WHEREAS:

1. Bruce and Jaci Buckmaster (the developer) submitted an application to the City for the construction of a 12-lot subdivision; and

2. Approval of the subdivision necessitated providing a pedestrian connection to a Destination Street in accordance with Council Resolution 4851; and

3. After a public hearing on the proposed subdivision, the Urban Area Planning Commission obligated the developer to a maximum of 5 ½ foot of paving width for the off-site pedestrian connecter path, which is the minimum standard required by Resolution 4851; and

4. The property's location at the end of NW 'B' Street made installation of sidewalks along 'B' Street difficult due to inadequate right of way and steep grades in an already developed area; and

5. The property's proximity to a 19.8 acre City parcel, described as tax lot 100 on Assessor's Map and Page 36-05-07-43 and also Lot 7, Block A of the Sunset Heights Addition, which is located off of Sunset Drive in the northwest part of Grants Pass is more conducive to access for pedestrians; and

6. City standard pedestrian paths are paved to a minimum of eight feet in width, which allows Public Safety and maintenance access; and

7. The Parks and Recreation Master Plan shows that the area is projected to contain numerous City parks and recreational areas, including the Saddleback Trail, which could potentially cross the aforementioned City property; and

EXHIBIT 9

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that the City Manager is authorized to enter into an agreement with the developer to locate a portion of the Saddleback Trail, constructed to City standards, across the above mentioned lots to connect with the tentative Jaci Rose Blossom Estates Subdivision conditioned upon the following terms:

1. The DEVELOPER obtains a Development Permit for construction of the Jaci Rose Blossom Estates Subdivision

2. The DEVELOPER obtains a public pedestrian trail easement from Marjorie Brown (tax lot 100 on Assessor's Map and Page 36-05-07-34), as required by the Urban Area Planning Commission findings of fact

EFFECTIVE DATE of this Resolution shall be immediate upon the passage and signature by the Mayor.

ADOPTED by the Council of the City of Grants Pass, in regular session this 15th day of April, 2009.

SUBMITTED to and Approved by the Mayor of the City of Grants Pass, Oregon, this 17th day of April, 2009 to be effective on the date indicated as adopted by the City Council.

Michael Murphy, Mayor

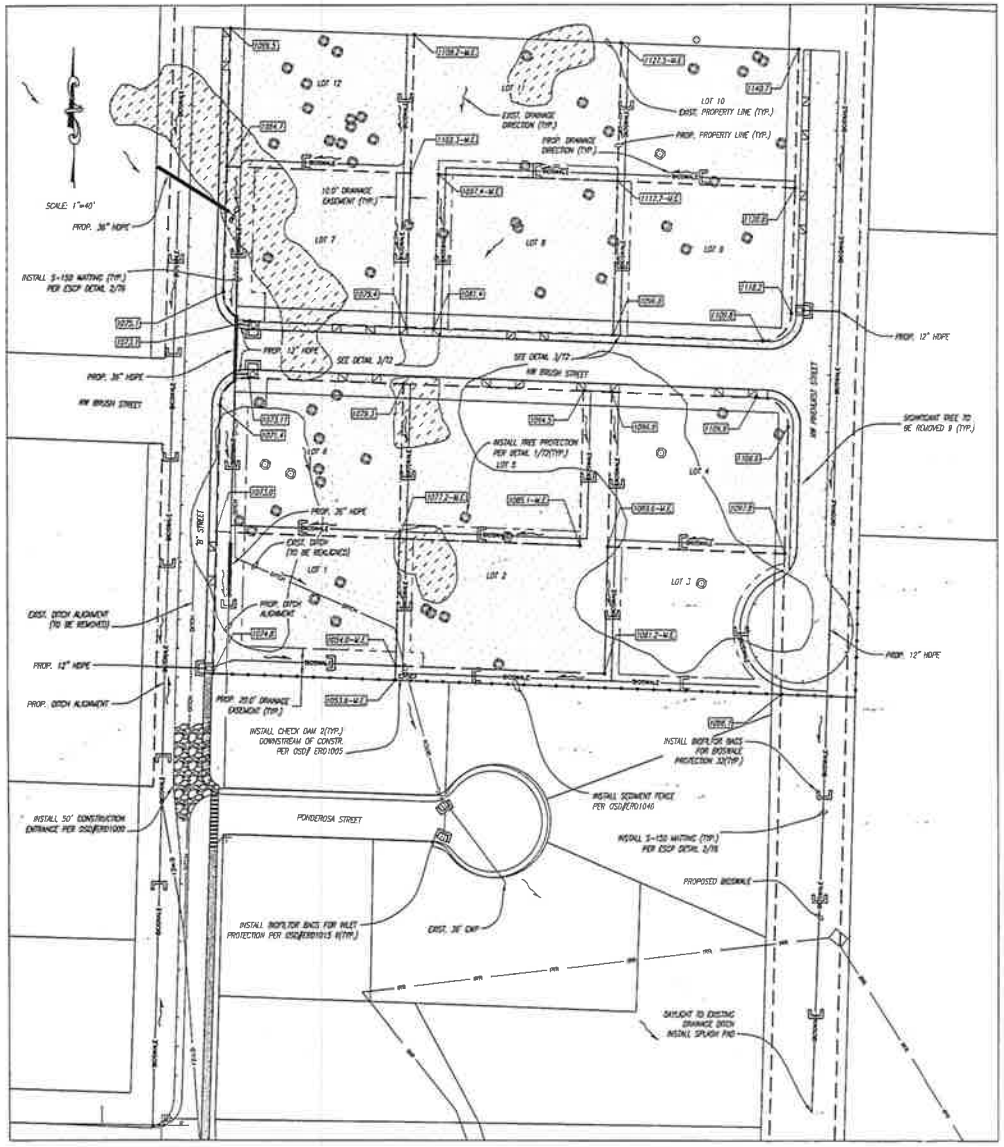
ATTEST:

Finance Director

Date submitted to Mayor: 4-16-09

Approved as to Form, Paul Nolte, Interim City Attorney:

EROSION & SEDIMENT CONTROL PLAN, GRADING PLAN, & DRAINAGE PLAN



EROSION & SEDIMENT CONTROL GENERAL NOTES:

1) The improvements shown on this Erosion and Sediment Control plan, and the construction, maintenance, repair, replacement, and upgrading of these Erosion and Sediment Control facilities are the responsibility of the developer/contractor until all construction is completed and approved and vegetation/landscaping is established.

2) The Erosion and Sediment Control facilities shown on this Erosion and Sediment Control plan must be constructed in concurrence with all clearing and grading activities.

3) The Erosion and Sediment Control facilities shown on this Erosion and Sediment Control plan are the minimum requirements for likely site conditions. The capacity of the Erosion and Sediment Control facilities may need to be and shall be upgraded to meet the needs of an expected storm event.

4) The Erosion and Sediment Control facilities shall be inspected by the developer/contractor and maintained as necessary to ensure their continued performance. At a minimum, the facilities shall be inspected by the developer/contractor before/during/after any storm event, daily during construction, and weekly during periods of no construction

5) Erosion and Sediment Control barriers (wattles/sediment fences) shall be located along the toe of new fill slopes (where).

6) Biofilter bags and other inlet protection shall remain in place until the gutter/ditch line is free of sediment laden runoff. Sediment shall be removed from behind the inlet protection as needed to ensure proper functioning. Replace when filtering capacity is reduced by 50%

7) Sufficient water shall be used to eliminate dust throughout the project. Immediately remove material that is transported onto adjacent sidewalks, pavement, and other property.

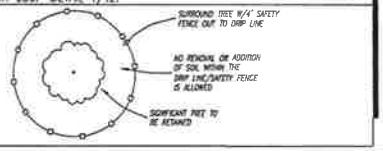
8) When hauling saturated soils from the site, watertight trucks must be used or loads shall be drained on-site so that water escaping from the soil cannot drain from the vehicle.

9) Additional Erosion and Sediment Control measures may be required during construction by the governing jurisdiction(s).

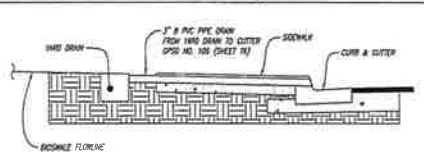
10) Install Biofilter Bags on new storm drain inlets and bioswales once they are constructed (typ.)

11) To reduce cuts/fills recommend step footings be used on slopes at all practical locations.

TREE PROTECTION ESCP DETAIL 1/T2:



BIOSWALE SIDEWALK INTERFACE DETAIL 3/T2:



SHEET LEGEND:

NOT ALL SYMBOLS MAY APPEAR IN THESE PLANS

	EXISTING	PROPOSED
APPROX. PROPERTY LINE		
EDGE OF PAVEMENT		
FENCE		
DITCH	DITCH	DITCH
STRUCTURE		
MULTIPLE EASEMENTS (AS NOTED)		
STORM WATER FLOW DIRECTION		
PORTLAND CEMENT CONCRETE		PCCP
SLOPE < 15 %		
SLOPE = 15 % TO 35 %		
SLOPE > 35 %		
GRADING LABELS	900.00-M.E.	900.00
BIOFILTER BAG		
FINISHED GRADE SLOPE		1.0X
CHECK DAM		
SEDIMENT FENCE, SUPPORTED		
CONSTRUCTION ENTRANCE		
SPLASH PAD		

TENTATIVE PLAN
JACI'S ROSE BLOSSOM ESTATES SUBDIVISION
EROSION & SEDIMENT CONTROL PLAN, GRADING PLAN, & DRAINAGE PLAN

BRUCE BUCKMASTER
600 BUCKMASTER HEIGHTS ROAD
GRANTS PASS, OR 97526
541-955-3571

EXHIBIT 10

Robert B. Wiegand, PE/PLS, PC
714 NW Fifth Street
Grants Pass, Oregon 97526
541.476.3390(fax) • www.wiegandengineers.com

WIEGAND ENGINEERS

SURVEY BY:	R. WIEGAND
DRAWN BY:	M. CHEN
CHECKED BY:	R. WIEGAND
PROJECT NO.:	07-607
ORIGINAL TITLE	
ORIGINAL DATE:	01 FEBRUARY 2008
REVISION DESCRIPTION	
NO.	DATE
SHEET NO.	T2 of 7

EXHIBIT D

THE GALLI GROUP
Geotechnical Consulting

02-4250-01
May 21, 2008

Robert Wiegand, P.E.
Wiegand Engineers
714 NW Fifth Street
Grants Pass, Oregon 97526

Subject: **GEOTECHNICAL EVALUATION OF CUT/FILL SLOPES**
JACI'S ROSE BLOSSOM ESTATES
GRANTS PASS, OREGON

Mr. Wiegand:

In accordance with your request, we are providing geotechnical recommendations regarding the anticipated cuts and fills for the future construction of the above-referenced subdivision. We understand that the subject parcel will be divided into a total of 13 new lots for new, single-family residences and will create the new Jaci's Rose Blossom Estates subdivision.

ANTICIPATED SUBSURFACE CONDITIONS

Soil/Rock. Based on adjacent projects and cut slopes in the vicinity of the project, the native soil horizons generally consists of a relatively thin layer of native, sandy Silt soil (generally ranges from 18 inches to 4 feet in thickness). Periodic roots or organics are generally encountered within the upper portions of the sandy Silt layer. The surficial Silt is generally underlain by a silty Sand which slowly transitions into the deeper medium to coarse Sands (Decomposed Granite). These coarse Sand materials are generally dry to moist in nature and tend to break out in chunks from fine gravel to 4 or 8-inch size. In some areas, the underlying soft to hard, weathered Granite bedrock may be encountered in the deeper cut slopes.

Groundwater. Static groundwater levels are generally not anticipated in these hills of Grants Pass. In the lower lying or swale areas of the site, shallow "perched" groundwater seepages can be expected at depths ranging from 2 to 8 feet below the ground surface. The presence of shallow dense, Decomposed Granite soils and/or hard Granite bedrock can result in minor subsurface seepage and subsurface "flow" during wet weather (due to surface water infiltration). Our observations of existing slopes and other areas of the site appear to indicate

EXHIBIT 11

that groundwater seepage is low across this site. Small amounts of groundwater seepage will be present as "perched" water on top of the underlying granite rock during wet weather.

CUT AND FILL SLOPES

Cut and fill slopes will be required in order to create the roadways and portions of the building pads and driveways for the proposed project. Due to the moderately sloping topography across the majority of the subdivision, cuts ranging from 5 to 10 feet may be required for construction of the various subdivision roadways ("B" Street extention, Brush Street and Pinehurst Street). Fills between 5 to 10 feet in height may be required for the roadway as well. Cuts and fill slope inclinations should be designed and constructed as described below.

Cut Slopes. All permanent cut slopes should be constructed at no steeper than 2H:1V in the upper 2 to 4 feet of the surficial soils and 1H:1V in the denser underlying weathered Granite rock. The surficial soils should be cut at slopes of 2H:1V or flatter to decrease the risk of future sloughing. This will "round-off" the top edge of the fill slope to account for the softer soils present in the upper soil horizons. Some sloughing and/or raveling of the slope surface should be expected in wet weather and extremely dry weather until they become fully vegetated. We recommend these cut slope be re-vegetated in order to improve the "looks" of the slope and minimize the amount of long-term erosion.

It should be noted that these cut slope recommendations are for roadway and driveway approaches only. Cut slope inclinations around yards, homes and foundation setbacks should be evaluated on a lot-by-lot basis during the geotechnical evaluation and grading plan for each parcel.

Fill Slopes. Fill slopes will be utilized to construct parts of the roadway, driveways, parking and possibly yard areas. Where fill slopes are required, the following provides guidelines for their construction.

Fill slopes may be constructed of imported rock or shale fill, the excavated weathered granite or Decomposed Granite soils. We recommend maximum slope angles of fill of 2H:1V. All materials should be placed and compacted as structural fill. Keying in the toe of all fills and benching of fill into the slopes is critical to long-term stability. This is described later in this report and shown on the attached Figure 1. *We strongly recommend, in order to decrease sloughing and erosion of the fill slope, that all fills be overbuilt laterally and that the face be cut back to a compacted fill face.* This would not be required of slopes constructed of rock fill materials. It is critical to decrease long-term settlements beneath portions of the project that these fills be placed and compacted properly.

We recommend periodic density testing of all individual lifts as they are being built. Density testing on only the top lift of fills is not adequate. For this project, assuming the onsite Decomposed Granite soils are used as structural fill, this will require a full-time inspector with a nuclear density gauge. We strongly recommend utilizing a large segmented pad or

sheepsfoot roller when compacting the onsite silty or sandy Decomposed Granite soils for structural fill.

For proper long-term performance and to allow our engineer to verify compliance with the geotechnical report at the end of the project as required by the city, we recommend all fills be placed and constructed in accordance with the recommendations of this report.

FILL PLACED ON SLOPING GROUND

Fill placed on sloping areas of the site (slope angle of underlying native slope 10% or greater) must incorporate additional precautionary measures. To assure that these fills remain in place or do not fail due to gravity, seismic loads or hydrostatic pressure of trapped water, we recommend the following:

Key Trench. The toe of all fills placed on slopes must be keyed into the slope by use of a key trench. The depth of key trench embedment should be 2 feet into the undisturbed, native soils for fill slopes up to 15 feet high. The key trench should be wide enough to accommodate excavation and compaction equipment (6 to 10 feet minimum) and have the base flat or sloped back into the hillside somewhat (see Figure 1). The key trench generally runs along the contours at the base of the proposed fill slope.

Benching. The underlying native slope should be benched into flat benches back up the slope above the key trench prior to placement of the fill slope. These benches should be flat or tipped back slightly into the hillside. They should run parallel to the contours. Please see Figure 1 for graphic representation of these details.

Drainage. All noticeable seepage or wet zones observed during the keying and benching excavation process should be provided with subdrains. At the discretion of the project engineer, at a minimum, the key trench would require a subdrain section. Where wet conditions exist the benches may also require subdrain sections to remove subsurface flow from behind the new fill. Please note that fills placed on slopes have a much lower lateral permeability than the native soils. Therefore, seepage through the native soil can become trapped behind these fills causing fill slope stability problems. Figure 1 depicts typical subdrain locations to help prevent fill soil saturation.

This is particularly important in areas where fills may cross shallow swales leading down the slope. These swales tend to carry small to moderate amounts of surface flow and also shallow "perched" groundwater. A way must be provided to intercept this water (and convey it downslope of the fill zone) before it can saturate and possibly destabilize the fill mass. A combination of shallow French Drains and catch basin entrances to the cross culverts at these locations could help mitigate this potential problem. Control of the surface and shallow subsurface water above such fills is critical to their long-term stability.

CUT SLOPE RE-VEGETATION

Our experience with cut slopes into the Decomposed and weathered Granite is such that slopes are unable to sustain long-term vegetation growth due to the lack of nutrients and the inert nature of the granite soils. This is especially the case for slopes steeper than 1½H:1V due to the fact that manmade mulches and fertilizers tend to "runoff" these slopes and collect at the toe of the slope.

Therefore, we recommend that all 1H:1V cut slopes which are embedded into the underlying Decomposed Granite soil and weathered Granite bedrock, be terraced with 2-foot wide terraces and 2-foot vertical steps between each terrace (stair-step effect). The terraces help "hold" the topsoil layer on the slope and helps "recreate" the removed topsoil layer. These terraced cut slopes are generally constructed from the top down during the earthwork process. The Meadow Wood Subdivision in southwest Grants Pass has successfully constructed and revegetated these cut slopes. The steps are then infilled utilizing a combination of topsoil and mulch in order to "reconstruct" a topsoil layer on the steep cut slope (creates an overall slope of 1H:1V with triangular wedges of topsoil filling in each step). The organic materials and nutrients within the new "topsoil" zone are much more conducive to maintaining long-term plant growth (especially when compared to the inert Decomposed Granite soil and weathered Granite rock).

This new topsoil/mulch layer can be blown on the slopes with a blower truck which utilizes a 4-inch diameter hose for placement or deposited on the slopes with a conveyor truck. Some hand work by laborers will be required to spread the topsoil/mulch across the slope if the conveyor truck is utilized, while the operator for the blower truck can continually and precisely locate the final location and thickness of the topsoil.

Local contractors who are capable of providing this service include:

Ground Control Inc. (www.776-bark.com or 776-BARK)
Eski's Conveyor Truck Service – Mark Eskitgis (479-7008)

The "reconstructed" slope can then be seeded with a locally accepted grass and wildflower mix by a hydroseeding company. We understand that Ground Control, Inc. of Central Point provides a product called Ecoblanket® which combines the seed for grass, wildflowers and/or native plants into the blown mulch on the surface. The mulch has been shown to effectively decrease erosion and increase the germination of the plant seed.

The cut slope could also periodically incorporate several native trees which would have to be planted in the deeper zones of topsoil "zones" across the slope. Planting of native trees across the slope would tend to improve the aesthetics of this slope and result in a more natural looking finished product. However, in order to establish the trees on the slope, an irrigation system must be implemented during the hot summer months for the first 2 to 3 years.

It should be noted that at these terraced cut slopes may experience some shallow sloughing and slumping of the slope surface should be expected in wet weather and extremely dry

weather until they become fully vegetated. In accordance to our earlier recommendations, the upper 2 to 4 feet of the surficial soils should be flattened to 2H:1V in an attempt to alleviate the sloughing of the weaker native materials.

The above-listed recommendations assume that concentrated surface water flows are not present and "run" down these slopes. Excessive amounts of surface water will result in surficial sloughing of the upper topsoil units (which will require buttress repairs and/or site regrading). In these areas where concentrated water flows are expected across the cut slopes, it is prudent to "armor" these cut slopes with 4 to 6-inch minus crushed rock to minimize erosion and scour.

LIMITATIONS

This letter report was prepared for the use of Wiegand Engineers and its team for the planning, design and construction of the Jaci's Rose Blossom Estates subdivision. It should be made available to others for information and factual data only. This report should not be used for contractual purposes as a warranty of site subsurface conditions. It should also not be used at other sites or for projects other than the one intended.

We have performed these services in accordance with generally accepted geotechnical engineering practices in southern Oregon. No other warranties, either expressed or implied, are provided.

We hope this meets with your needs at this time. If you have any questions, please feel free to call us at your convenience.

THE GALLI GROUP
GEOTECHNICAL CONSULTING

Paul A Sellke

Paul A. Sellke, P.E.
Senior Engineer

Attachment: Figure 1, Fill on Slope Cross-Section

Jaci's Rose Blossom Estates
36-05-07-31 TL 500
36-05-07-34 TL 200
Upland Loop Route

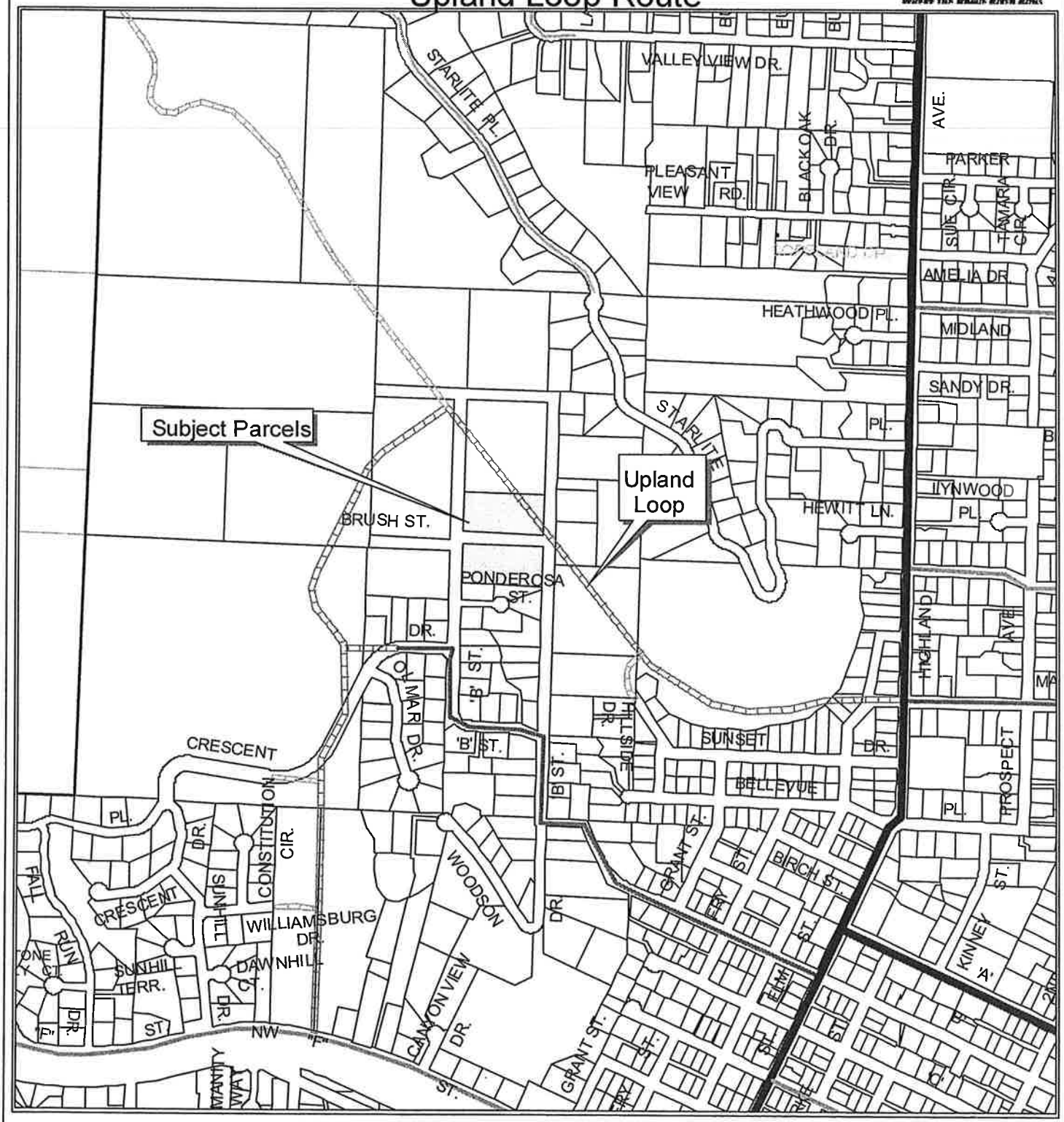


EXHIBIT 12

After Recording Return To:
City of Grants Pass, Oregon
101NW A Street
Grants Pass OR 97526
Attn: Lora Glover

"NO CASH"
DEFERRED DEVELOPMENT AND WAIVER OF REMONSTRANCE AGREEMENT
#____

PARTIES: The City of Grants Pass, Oregon, hereinafter referred to as "City" and Bruce & Jacqueline Buckmaster, hereinafter referred to as "Owner".

WHEREAS:

A. Owner is the owner of real property, (hereinafter referred to as Property) more particularly described as Address: 1601 NW 'B' Street, Assessor's Map and Tax Lot: 36-05-07-CD-200, & 36-05-07-CA-500, with a legal description of which is labeled as Exhibit "A"; an illustrative map of which is labeled as Exhibit "B", both of which are attached hereto and incorporated herein.

B. Owner has made application to the City for a development permit to divide or develop Property, which makes it subject to City Ordinances because it is inside the City or it is within the Urban Growth Boundary and therefore governed by the intergovernmental agreement between the City of Grants Pass and Josephine County. The application was reviewed and approved by the City, subject to Owner meeting certain conditions; and some of Owner's obligation for the construction of public facilities may be deferred to the future if this agreement is executed as security guaranteeing their future construction.

NOW, THEREFORE, based on the above, the Parties agree to the following terms and conditions:

1. **OWNER'S OBLIGATION FOR CONSTRUCTION OF FUTURE PUBLIC FACILITIES TO CITY STANDARDS:** Owner's Obligation for Public Facilities which are checked below may be deferred to a later date (hereinafter referred to as Deferred Facilities). The lengths specified below are approximate and may be exceeded by up to 15% depending on the final configuration of the Deferred Facilities.

☒ **A. Street Improvements and Appurtenances.**

1. **Planned Public Facilities:** Street improvements and appurtenances, to the standard specified below for the following street frontages and approximate distances. The street standard includes roadway surface and base (including bike lanes, where applicable), and full 5-foot wide sidewalk, curb, and gutter on one side, (plus a 5-foot wide planter strip, where applicable).

Street Frontage	Distance	Street Standard & Roadway Surface Width
Pinehurst Street	169.13-feet	60-feet

2. **Owner's Deferred Obligation:** A portion of the street improvements and appurtenances for the distance and street frontage described above, equivalent to one-half of a 36-foot wide local street and appurtenances, including an 18-foot wide roadway surface and base, and full 5-foot wide sidewalk, planter strip, curb, and gutter on one side.

☒ **B. Storm Drain Facilities and Appurtenances.**

1. **Planned Public Facility:** A public storm drain facility and appurtenances for the pipe size specified below for the following street frontages and approximate distances.

Street Frontage	Distance	Pipe Size
Pinehurst Street	169.13-feet	18-inch

2. **Owner's Deferred Obligation:** A portion of the storm drain facility and appurtenances for the distance and street frontage described above, equivalent to one-half of a 24-inch storm drain facility and appurtenances.

☒ **C. Sewer Main and Appurtenances.**

1. **Planned Public Facility:** A public sewer main and appurtenances for the pipe size specified below for the following street frontages and approximate distances.

Street Frontage	Distance	Pipe Size
Pinehurst Street	169.13-feet	8-inch

2. **Owner's Deferred Obligation:** A portion of the sewer main and appurtenances described above, equivalent to one-half of an 8-inch sewer main and appurtenances.

☒ **D. Water Main and Appurtenances.**

1. **Planned Public Facility:** A public water main and appurtenances for the pipe size specified below for the following street frontages and approximate distances.

Street Frontage	Distance	Pipe Size
Pinehurst Street	169.13-feet	8-inch

2. **Owner's Deferred Obligation:** A portion of the water main and appurtenances for the distance and street frontage described above, equivalent to one-half of an 8-inch water main and appurtenances.

☐ **E. Other.**

1. **Planned Public Facility:** _____

2. **Owner's Deferred Obligation:** _____

2. **TERM OF AGREEMENT.** (Except for Early Termination noted below) this agreement shall be effective from the date of execution by all Parties and is binding until such time as **all** referenced Deferred Facilities are **fully** constructed to City Standards. Once fully constructed, this agreement may be extinguished upon written application filed with the City together with proper documentation to be filed with the County Clerk. If a portion of the obligation is completed, a substitute agreement indicating the reduced obligation may be recorded concurrent with a release of this agreement, in accordance with City policy.

3. **EARLY TERMINATION.** If the Owner (in writing, signed by the Owner) formally withdraws their application to divide or develop the property by filing said withdrawal with the City Community Development Department within 120 days of the signing of **this** agreement by the Owner, this agreement will be terminated in its entirety.

4. **INITIATION OF FUTURE PARTICIPATION:** Owner agrees to participate in the construction of the Deferred Facilities and to pay Owner's share, when billed, of all costs of those portions of the following Public Facilities which are deferred for the Property when any of the following conditions arise:

A. A Local Improvement District is formed; **or**
B. A Local Government Improvement Project is initiated by the City, County, or State to install the Deferred Facilities; **or**
C. Subject to approval by the City Council, an Advanced Financing District is formed; **or**
D. The City sends a written notice to Owner mandating installation.

5. **COST ESTIMATES.** The City makes no representation as to the final costs which may be charged to the Owner. Any estimates provided by the City are for general information only and Owner has had an opportunity to contact private contractors to determine more accurate estimates of said costs. Owner understands the costs of said facilities are not specified herein since they cannot be fully and specifically calculated until the date of installation and until it is known how the overall project will extend to other properties and public facilities. If Deferred Facilities are constructed in coordination with similarly situated properties, the Owner's share is usually based on a combination of street frontage and area.

6. **WAIVER OF REMONSTRANCE.**

   A. Owner, agrees not to remonstrate or oppose any Local Improvement District or Advance Financing District and to participate in a Local Government Improvement Project regarding the construction of any one or all of the Deferred Facilities (although Owner may speak in opposition to the advisability of a project which shall **not** be construed as a remonstrance). Owner retains the right to remonstrate against the construction of facilities, which are not noted herein as Deferred Facilities, to the extent the Owner is assessed costs for such additional facilities.

   B. Owner further waives any right to object to the requirement to contribute Owner's portion of the cost of the installation of the Deferred Facilities by another developer who has initiated construction of similar facilities for other properties in the area of the subject Property so long as Owner was notified in writing of the intent to construct the Deferred Facilities by the other developer not less than 30 days prior to installation.

7. **CITY CODES AND ORDINANCES.** From and after the date this agreement is executed by all Parties, the Property and all structures or improvements hereafter in or thereupon shall be subject to and shall comply with all City Codes and Ordinances including but not limited to the City Building, Development, and Utility standards and procedures.

8. **EXAMINATIONS AND INSPECTIONS.** Owner grants City and any of its authorized representatives the right to go upon the Property at all reasonable times to make such examinations and inspections as are reasonably necessary in City's opinion to inspect connections to the City sewer, water, and storm drain facilities and determine the regulations relative to utility services and development conditions are being complied with by the Owner or occupant. City shall make reasonable efforts to contact the Owner or a representative prior to entrance of any building on the Property unless such a delay would represent a threat to the public health or safety.

9. **BINDING EFFECT OF AGREEMENT.** This agreement is binding on the heirs, executors, administrators, personal representatives, successors and assigns of Owner, including but not limited to lessors, lessees, renters and any other occupants of the Property. If there is more than one Owner, each Owner is jointly and severally bound hereby. Owner shall assist City in the enforcement of any and all of the conditions of this agreement upon persons bound hereby.

IN WITNESS WHEREOF, the Parties hereto, on the dates indicated, set their hands by and through their duly authorized agents and affirm the responsibilities and covenants contained herein

OWNER(S): _____ _____
Signature Date

_____ _____
Signature Date

STATE OF OREGON)
County of Josephine) ss.
This Deferred Development Agreement Was Signed Before Me on
the _____ Day of _____ , 20____
by _____And_____
And Was Acknowledged as Their Voluntary Act and Deed.
IN WITNESS WHEREOF, I set my hand and seal hereto
on this same date.
Notary Public for Oregon: _____
My Commission Expires: _____

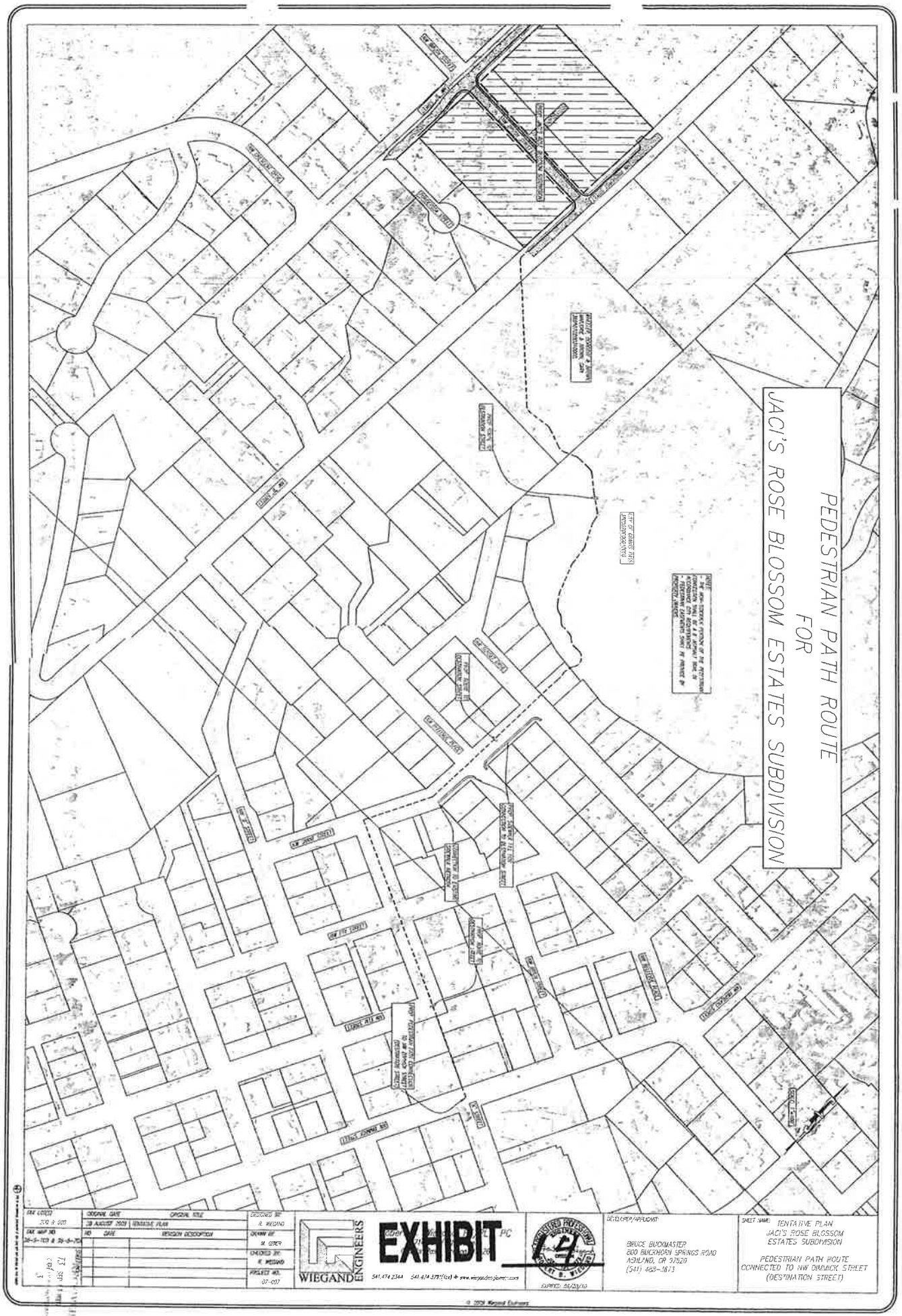
CITY OF GRANTS PASS by Lora Glover, Parks & Community Development Director

_____ Date _____

Attest: Karen Frerk, City Recorder

_____ Date _____

Copies: County Clerk
Community Development Property File


PEDESTRIAN PATH ROUTE
FOR
JACI'S ROSE BLOSSOM ESTATES SUBDIVISION
EXHIBIT
WIEGAND ENGINEERS
541.474.2344
DEVELOPER/APPLICANT:
BRUCE BUCKMASTER
600 BUCKHORN SPRINGS ROAD
ASHLAND, OR 97520
(541) 488-1613
SHEET NAME: TENTATIVE PLAN
JACI'S ROSE BLOSSOM
ESTATES SUBDIVISION
PEDESTRIAN PATH ROUTE
CONNECTED TO NW DIMMICK STREET
(DESTINATION STREET)

ROBERT B. WIEGAND, PE/PLS, PC
WIEGAND ENGINEERS
714 NW Fifth Street
P. O. Box 916
Grants Pass, Oregon 97528-0077
541•474•2344 FAX: 541•474•3791
www.wiegandengineers.com

TRAFFIC IMPACT ANALYSIS (TIA)

JACI'S ROSE BLOSSOM ESTATES SUBDIVISION
GRANTS PASS, OREGON 97526

TAX MAP 36-05-07.CA / TAX LOT 500
TAX MAP 36-05-07.CD / TAX LOT 200

for

BRUCE BUCKMASTER
JACI BUCKMASTER
800 BUCKHORN SPRINGS ROAD
ASHLAND, OREGON 97520

18 March 2008

EXPIRES: 06/30/2008

Project No. 2007-007

EXHIBIT 15

ROBERT B. WIEGAND, PE/PLS, PC
WIEGAND ENGINEERS
714 NW Fifth Street
P. O. Box 916
Grants Pass, Oregon 97528-0077
541•474•2344 FAX: 541•474•3791
www.wiegandengineers.com

18 March 2008

Rich Schaff, City Engineer
CITY OF GRANTS PASS
101 NW "A" Street
Grants Pass, Oregon 97526

Subject: Jaci's Rose Blossom Estates Subdivision
Traffic Impact Analysis

Dear Rich:

This letter presents the results of our Traffic Impact Analysis for the subject subdivision project. The impacts of this project on "B" Street, Crescent Drive, Brush Street, and Pinehurst Street and several intersections are presented herein.

PROJECT DESCRIPTION:

The proposed Jaci's Rose Blossom Estates Subdivision creates twelve new lots and develops three existing dedicated/deeded street rights-of-way for access. The existing street rights-of-way to be developed are "B" Street (Alder Street), Brush Street, and Pinehurst Street (Pine Street). "B" Street and Pinehurst Street rights-of-way were dedicated by H. B. Miller's Highland Addition. The City of Grants Pass acquired Brush Street by deed (Volume 237 Page 124 of the Josephine County Deed Records.)

"B" Street will be developed as a hillside standard local access street with twenty feet of pavement (two 10-foot travel lanes) and curb, gutter, and sidewalk on the east side. Brush Street will be developed as a hillside standard local access street with twenty-eight feet of pavement, curb and gutter on both sides, and sidewalk on the north side. Pinehurst Street will be developed as a hillside standard local collector street with twenty feet of pavement (two 10-foot travel lanes) and curb, gutter, and sidewalk on the west side.

TRAFFIC VOLUMES:

Existing:

Data obtained from the City of Grants Pass indicates that the ADT for "B" Street just west of Grant Street is 297 eastbound and 280 westbound. The total ADT at this location is 577. The average speed for eastbound vehicles is 23 miles per hour and 22 miles per hour for westbound vehicles. The

85th percentile speed is 27.45 miles per hour for eastbound vehicles and 26.12 miles per hour for westbound vehicles. The posted speed is 25 miles per hour.

Other data obtained from the City of Grants Pass indicates that the ADT for Crescent Drive just west of Olmar Drive is 71 northbound and 65 southbound. The total ADT at this location is 136. The average speed for northbound vehicles is 25 miles per hour and 25 miles per hour for southbound vehicles. The 85th percentile speed is 31.36 miles per hour for northbound vehicles and 30.15 miles per hour for southbound vehicles. The posted speed is 25 miles per hour.

Projected:

Two lots (3 and 10) will take access from Pinehurst Street. Since these lots are on opposite sides of the Pinehurst Street - Brush Street intersection, the maximum ADT on Pinehurst Street is estimated to be ten. The ADT using the Pinehurst Street – Brush Street intersection is estimated to be nineteen. Since Pinehurst Street will not be a through street with the development of this subdivision, there will be no immediate need for stop control at the Pinehurst Street – Brush Street intersection. Future development and/or the connection of Pinehurst Street with Sunset Drive will require that Brush Street be stop controlled at its intersection with Pinehurst Street.

Eight lots (2, 4 – 9, and 11) will take access from Brush Street. Ten lots will use the "B" Street - Brush Street intersection. The ADT using the "B" Street – Brush Street intersection is estimated to be 96. Brush Street will be stop controlled at its intersection with "B" Street. It is estimated that ten vehicles per day use this intersection from/to "B" Street north for access to the granite quarry and telecommunications facilities.

Two lots (1 and 12) will take access from "B" Street. The total ADT from the subdivision that will use the "B" Street – Crescent Drive intersection is estimated to be 115. The existing traffic volume that approaches the "B" Street – Crescent Drive intersection from the north is estimated to be 86. It is estimated that the total traffic volume that approaches the "B" Street – Crescent Drive intersection from the north will be 201. The north leg of the "B" Street – Crescent Drive intersection is currently stop controlled.

We estimate that very few, if any, of the vehicle trips generated by the subject subdivision will use Crescent Drive. Assuming that all vehicles use "B" Street, the proposed ADT on "B" Street just west of Grant Street is estimated to be 692 (577 existing plus 115 proposed). This is well below the 1,500 vehicles per day threshold set by City of Grants Pass Resolution No. 1719.

Capacity:

The existing traffic counts indicate that the peak hour traffic volumes are approximately fifteen percent of the ADT. The peak hour traffic volume after completion of the proposed subdivision is estimated to be 104 vehicles per hour just west of Grant Street (52 vehicles per hour in each direction). The average time gap between vehicles will be over one minute. The capacity of "B" Street would be 3,000 ADT based on an average time gap of sixteen seconds between vehicles during the peak hour and the peak hour volume being fifteen percent of the ADT. A time gap of sixteen seconds equals 235 feet at 10 miles per hour and 352 feet at fifteen miles per hour. The Grants Pass Master Transportation Plan identifies "B" Street as a Local Collector Street. A Local Collector Street

has a capacity range of 1,000 to 3,000 ADT per the Grants Pass Master Transportation Plan. City of Grants Pass Resolution No. 1719 limits the ADT to 1,500 vehicles per day.

INTERSECTION CONTROL:

See Table A – "Intersection Control Table - Minimum Intersection Sight Distances" for a summary of all required intersection sight distances.

Pinehurst Street - Brush Street Intersection:

Intersection Description:

- Pinehurst Street will be constructed as a hillside standard local collector street.
- Pinehurst Street will be the major road.
- Pinehurst Street design speed is 25 miles per hour.
- Brush Street will be a hillside standard local access street.
- Brush Street will be the minor road.
- Brush Street will be stop controlled at its intersection with Pinehurst Street.
- Brush Street may be extended on the east side of Pinehurst Street in the future; thus, establishing a crossing maneuver.

Intersection Sight Distance:

The following AASHTO intersection control cases are applicable at this intersection. The required intersection sight distances and their derivative calculations are also shown. AASHTO intersection control cases A, C, D, and E are not applicable at this intersection.

- Case B1 - Left Turn from the Minor Road - Left Turn from Brush Street (eastbound) to Pinehurst Street (northbound).
  - Brush Street (eastbound) Approach Grade to Pinehurst Street is 12 percent.
  - Passenger Car Time Gap = 7.5 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Time Gap Adjustment = +2.4 seconds (12 percent times 0.2 seconds per percent, AASHTO "Green Book" Exhibit 9-54).
  - Total Adjusted Time Gap (t_g) = 9.9 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(9.9) = 364 feet north and south on Pinehurst Street (both ways).
  - In the future, if Brush Street is extended easterly across Pinehurst Street the approach grade to Pinehurst Street will be negative. The minimum intersection sight distance = 280 feet (both ways), which is less that the controlling 364 feet (AASHTO "Green Book" Exhibit 9-55).

- Case B2 - Right Turn from the Minor Road - Right Turn from Brush Street (eastbound) to Pinehurst Street (southbound).
  - Brush Street (eastbound) Approach Grade to Pinehurst Street is 12 percent.
  - Passenger Car Time Gap = 6.5 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Time Gap Adjustment = +1.2 seconds (12 percent times 0.1 seconds per percent, AASHTO "Green Book" Exhibit 9-57).

- Total Adjusted Time Gap (t_g) = 7.7 seconds.
- Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
- Minimum ISD = (1.47)(25)(7.7) = 283 feet north on Pinehurst Street (approaching from left).
- In the future, if Brush Street is extended easterly across Pinehurst Street the approach grade to Pinehurst Street will be negative. The minimum intersection sight distance will be 240 feet south on Pinehurst Street (approaching from left) (AASHTO "Green Book" Exhibit 9-58).

- Case B3 - Crossing Maneuver from the Minor Road – Crossing Maneuver from Brush Street (eastbound or westbound) across Pinehurst Street.
  - This case would only be applicable if, in the future, Brush Street is extended easterly across Pinehurst Street. In this case, the minimum intersection sight distance = 283 feet (Case B2).

- Case F - Left Turns from the Major Road - Left Turn from Pinehurst Street (northbound) to Brush Street (westbound).
  - Minimum ISD = 205 feet (AASHTO "Green Book" Exhibit 9-67).
  - In the future, if Brush Street is extended easterly across Pinehurst Street, a left turn from Pinehurst Street (southbound) to Brush Street (eastbound) will require a minimum intersection sight distance = 205 feet (AASHTO "Green Book" Exhibit 9-67).

Discussion:

AASHTO intersection control case B1 produces the largest required intersection sight distances for the Pinehurst Street – Brush Street intersection. A minimum intersection sight distance of 364 feet is required on Pinehurst Street both north and south of the Pinehurst Street – Brush Street intersection. According to our current subdivision application, Pinehurst Street construction will terminate at the north and south boundaries of the proposed subdivision. The north and south termini of Pinehurst Street are each approximately 220 feet from the Pinehurst Street – Brush Street intersection. In the future when Pinehurst Street is extended to the north and south, intersection sight distances of at least 364 feet should be provided. Our design for Pinehurst Street will provide for sight distances of at least 364 feet both directions from the Pinehurst Street – Brush Street intersection, even though this subdivision project will only construct approximately 220 feet of Pinehurst Street in each direction.

"B" Street - Brush Street Intersection:

Intersection Description:

- "B" Street will be constructed as a hillside standard local access street.
- "B" Street will be the major road.
- "B" Street design speed is 25 miles per hour.
- Brush Street will be a hillside standard local access street.
- Brush Street will be the minor road.
- Brush Street will be stop controlled at its intersection with "B" Street.
- Brush Street may be extended on the west side of "B" Street in the future; thus, establishing a crossing maneuver.

Intersection Sight Distance:

The following AASHTO intersection control cases are applicable at this intersection. The required intersection sight distances and their derivative calculations are also shown. AASHTO intersection control cases A, C, D, and E are not applicable at this intersection.

- Case B1 - Left Turn from the Minor Road - Left Turn from Brush Street (westbound) to "B" Street (southbound).
  - Brush Street (westbound) Approach Grade to "B" Street is less than minus 3 percent.
  - Passenger Car Time Gap = 7.5 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Time Gap Adjustment = 0.0 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Total Adjusted Time Gap (t_g) = 7.5 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(7.5) = 276 feet north and south on "B" Street (both ways).
  - Minimum ISD = 280 feet both ways (AASHTO "Green Book" Exhibit 9-55).
  - In the future, if Brush Street is extended westerly across "B" Street the approach grade to "B" Street will be negative. The minimum intersection sight distance = 280 feet (AASHTO "Green Book" Exhibit 9-55).

- Case B2 - Right Turn from the Minor Road - Right Turn from Brush Street (westbound) to "B" Street (northbound).
  - Brush Street (westbound) Approach Grade to "B" Street is less than minus 3 percent.
  - Passenger Car Time Gap = 6.5 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Time Gap Adjustment = 0.0 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Total Adjusted Time Gap (t_g) = 6.5 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(6.5) = 239 feet south on "B" Street (approaching from left).
  - Minimum ISD = 240 feet south on "B" Street (AASHTO "Green Book" Exhibit 9-58).
  - In the future, if Brush Street is extended westerly across "B" Street the approach grade to "B" Street will be negative. The minimum intersection sight distance will be 240 feet north on "B" Street (approaching from left) (AASHTO "Green Book" Exhibit 9-58).

- Case B3 - Crossing Maneuver from the Minor Road – Crossing Maneuver from Brush Street (eastbound or westbound) across "B" Street.
  - This case would only be applicable if, in the future, Brush Street is extended westerly across "B" Street. In this case, the minimum intersection sight distance = 240 feet (Case B2).

- Case F - Left Turns from the Major Road - Left Turn from "B" Street (southbound) to Brush Street (eastbound).
  - Minimum ISD = 205 feet (AASHTO "Green Book" Exhibit 9-67).
  - In the future, if Brush Street is extended westerly across "B" Street, a left turn from "B" Street (northbound) to Brush Street (westbound) will require a minimum intersection sight distance = 205 feet (AASHTO "Green Book" Exhibit 9-67).

Discussion:

AASHTO intersection control case B1 produces the largest required intersection sight distances for the "B" Street – Brush Street intersection. A minimum intersection sight distance of 280 feet is required on "B" Street both north and south of the "B" Street – Brush Street intersection. According to our current subdivision application, "B" Street construction will terminate at the north boundary of the proposed subdivision. The north terminus of "B" Street is approximately 220 feet from the "B" Street – Brush Street intersection. In the future when "B" Street is extended to the north, an intersection sight distance of at least 280 feet should be provided. Our design for "B" Street will provide for sight distances of at least 280 feet both directions from the "B" Street – Brush Street intersection, even though this subdivision project will only construct approximately 220 feet of Pinehurst Street north of the "B" Street – Brush Street intersection.

"B" Street - Ponderosa Street Intersection:

Intersection Description:

- "B" Street will be constructed as a hillside standard local access street.
- "B" Street will be the major road.
- "B" Street design speed is 25 miles per hour.
- Ponderosa Street is an existing local access standard street.
- Ponderosa Street will be the minor road.
- Ponderosa Street will be stop controlled at its intersection with "B" Street.
- It is unlikely that Ponderosa Street will be extended on the west side of "B" Street in the future to establish a crossing maneuver.

Intersection Sight Distance:

The following AASHTO intersection control cases are applicable at this intersection. The required intersection sight distances and their derivative calculations are also shown. AASHTO intersection control cases A, C, D, and E are not applicable at this intersection.

- Case B1 - Left Turn from the Minor Road - Left Turn from Ponderosa Street (westbound) to "B" Street (southbound).
  - Ponderosa Street (westbound) Approach Grade to "B" Street is 4 percent.
  - Passenger Car Time Gap = 7.5 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Time Gap Adjustment = +0.8 seconds (4 percent times 0.2 seconds per percent, AASHTO "Green Book" Exhibit 9-54).
  - Total Adjusted Time Gap (t_g) = 8.3 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(8.3) = 305 feet north and south on "B" Street (both ways).

- Case B2 - Right Turn from the Minor Road - Right Turn from Ponderosa Street (westbound) to "B" Street (northbound).
  - Ponderosa Street (westbound) Approach Grade to "B" Street is 4 percent.
  - Passenger Car Time Gap = 6.5 seconds (AASHTO "Green Book" Exhibit 9-57).

- Time Gap Adjustment = 0.4 seconds (4 percent times 0.1 seconds per percent, AASHTO "Green Book" Exhibit 9-57).
- Total Adjusted Time Gap (t_g) = 6.9 seconds.
- Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
- Minimum ISD = (1.47)(25)(6.9) = 254 feet south on "B" Street (approaching from left).

- Case F - Left Turns from the Major Road - Left Turn from "B" Street (southbound) to Ponderosa Street (eastbound).
  - Minimum ISD = 205 feet (AASHTO "Green Book" Exhibit 9-67).

Discussion:

AASHTO intersection control case B1 produces the largest required intersection sight distances for the "B" Street – Ponderosa Street intersection. A minimum intersection sight distance of 305 feet is required on "B" Street both north and south of the "B" Street – Ponderosa Street intersection. Our design for "B" Street will provide for sight distances of at least 305 feet both directions from the "B" Street – Ponderosa Street intersection.

"B" Street – Crescent Drive Intersection:

Option A (Existing Signing - Stop Sign on "B" Street North of Intersection):

Intersection Description:

- "B" Street South/Crescent Drive West is an existing local collector standard street.
- "B" Street South/Crescent Drive West is the major road.
- "B" Street South/Crescent Drive West design speed is 25 miles per hour.
- "B" Street North will be a hillside standard local access street.
- "B" Street North will be the minor road.
- "B" Street North will be stop controlled at its intersection with "B" Street South/Crescent Drive West.

Intersection Sight Distance:

The following AASHTO intersection control cases are applicable at this intersection. The required intersection sight distances and their derivative calculations are also shown. AASHTO intersection control cases A, C, D, and E are not applicable at this intersection.

- Case B1 - Left Turn from the Minor Road - Straight from "B" Street North (southbound) to "B" Street South (southbound). (This movement will operate as a left turn since the vehicle crosses one lane of traffic and merges with a lane of traffic in the southbound direction of travel.)
  - "B" Street North (southbound) Approach Grade to "B" Street South/Crescent Drive West is 6 percent.
  - Passenger Car Time Gap = 7.5 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Time Gap Adjustment = +1.2 seconds (6 percent times 0.2 seconds per percent, AASHTO "Green Book" Exhibit 9-54).
  - Total Adjusted Time Gap (t_g) = 8.7 seconds.

- Intersection Sight Distance (ISD) = (1.47)(V_{major})(t_g) (AASHTO "Green Book" Formula 9-1).
- Minimum ISD = (1.47)(25)(8.7) = 320 feet west on Crescent Drive West and south on "B" Street South (both ways).

- Case B2 - Right Turn from the Minor Road - Right Turn from "B" Street North (southbound) to Crescent Drive West (westbound).
  - "B" Street North (southbound) Approach Grade to "B" Street South/Crescent Drive West is 6 percent.
  - Passenger Car Time Gap = 6.5 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Time Gap Adjustment = +0.6 seconds (6 percent times 0.1 seconds per percent, AASHTO "Green Book" Exhibit 9-57).
  - Total Adjusted Time Gap (t_g) = 7.1 seconds.
  - Intersection Sight Distance (ISD) = (1.47)(V_{major})(t_g) (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(7.1) = 261 feet south on "B" Street South (approaching from left).

- Case F - Left Turns from the Major Road - Left Turn from Crescent Drive (eastbound) to "B" Street North (northbound).
  - Minimum ISD = 205 feet (AASHTO "Green Book" Exhibit 9-67).

Discussion:

AASHTO intersection control case B1 produces the largest required intersection sight distances for the "B" Street – Crescent Drive intersection. A minimum intersection sight distance of 320 feet is required on "B" Street South south of the intersection and on Crescent Drive west of the "B" Street – Crescent Drive intersection. Field measurements confirm that there is at least 350 feet of sight distance toward the west on Crescent Drive from this intersection and at least 365 feet of sight distance toward the south on "B" Street South from this intersection.

"B" Street – Crescent Drive Intersection:

Option B (Proposed Signing - Stop Sign on Crescent Drive – West of Intersection):

We project that the ADT on "B" Street north of this intersection will be approximately 201 after build-out of the proposed subdivision. The current ADT on Crescent Drive west of the "B" Street – Crescent Drive intersection is 136. The ADT on "B" Street north of this intersection will continue to increase as the Blue Gulch area develops. It may be appropriate to change the stop controlled street from "B" Street North to Crescent Drive when the ADT on "B" Street North exceeds that on Crescent Drive west of the "B" Street – Crescent Drive intersection. Four traffic crashes have occurred at this intersection in the last ten years. We believe that changing the signing so that Crescent Drive is the stop controlled street may reduce the number of incidents at this intersection. The types of crashes (two rollovers, one vehicle leaving the roadway, and one vehicle with significant damage) indicate that the "B" Street – Crescent Drive corner is too sharp to be the through movement. This section addresses the intersection sight distance criteria if Crescent Drive is the stop controlled street.

Intersection Description:

- "B" Street could be constructed as either a hillside standard local collector street or a hillside standard local access street north of this intersection.
- "B" Street will be the major road.
- "B" Street design speed is 25 miles per hour.
- Crescent Drive exists as a local collector standard street, but could be designated as a local access street.
- Crescent Drive will be the minor road.
- Crescent Drive will be stop controlled at its intersection with "B" Street.

Intersection Sight Distance:

The following AASHTO intersection control cases are applicable at this intersection. The required intersection sight distances and their derivative calculations are also shown. AASHTO intersection control cases A, C, D, and E are not applicable at this intersection.

- Case B1 - Left Turn from the Minor Road - Left Turn from Crescent Drive (eastbound) to "B" Street (northbound).
  - Crescent Drive (eastbound) Approach Grade to "B" Street is minus 6 percent.
  - Passenger Car Time Gap = 7.5 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Time Gap Adjustment = 0.0 seconds (AASHTO "Green Book" Exhibit 9-54).
  - Total Adjusted Time Gap (t_g) = 7.5 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(7.5) = 276 feet north and south on "B" Street (both ways).
  - Minimum ISD = 280 feet (AASHTO "Green Book" Exhibit 9-55).

- Case B2 - Right Turn from the Minor Road - Right Turn from Crescent Drive (eastbound) to "B" Street (southbound).
  - Crescent Drive (eastbound) Approach Grade to "B" Street is minus 6 percent.
  - Passenger Car Time Gap = 6.5 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Time Gap Adjustment = 0.00 seconds (AASHTO "Green Book" Exhibit 9-57).
  - Total Adjusted Time Gap (t_g) = 6.5 seconds.
  - Intersection Sight Distance (ISD) = $(1.47)(V_{major})(t_g)$ (AASHTO "Green Book" Formula 9-1).
  - Minimum ISD = (1.47)(25)(6.5) = 239 feet north on "B" Street (approaching from left).
  - Minimum ISD = 240 feet (AASHTO "Green Book" Exhibit 9-58).

- Case F - Left Turns from the Major Road - Left Turn from "B" Street (northbound) to Crescent Drive (westbound).
  - Minimum ISD = 205 feet (AASHTO "Green Book" Exhibit 9-67).

Discussion:

AASHTO intersection control case B1 produces the largest required intersection sight distances for the "B" Street – Crescent Drive intersection. A minimum intersection sight distance of 280 feet is required on "B" Street both north and south of the "B" Street – Crescent Drive intersection. Field measurements confirm that there is at least 365 feet of sight distance toward the south on "B"

Street from this intersection. Our design of "B" Street north of this intersection will provide at least 280 feet of sight distance north of the "B" Street – Crescent Drive intersection.

"B" STREET ADEQUACY:

"B" Street between Dimmick Street and Jaci's Rose Blossom Estates Subdivision can be divided into three units based on roadway geometry.

- Dimmick Street to Grant Street
- Grant Street to Crescent Drive
- Crescent Drive to Jaci's Rose Blossom Estates Subdivision

"B" Street – Dimmick Street to Grant Street:

This section of "B" Street is straight and not unlike the majority of streets in the City of Grants Pass. The length and width of this section of "B" Street are approximately 780 feet and 36 feet curb-to-curb, respectively. This section of "B" Street consists of two travel lanes and parking on two sides. There is some sidewalk, but it is not continuous.

According to data obtained from the City of Grants Pass Public Safety Department, there have been thirteen traffic incidents during the past ten years on this section of "B" Street. Eight of these incidents occurred at the "B" Street – Dimmick Street intersection. One occurred at the "B" Street – Elm Street intersection. Four occurred at or near the "B" Street – Fry Street intersection. It is typical for most traffic incidents to occur at intersections. Since this section of "B" Street is straight and wide, roadway geometry is probably not a contributing factor to these traffic incidents.

As discussed in the Pedestrian Safety section, we are proposing to provide a dedicated pedestrian walkway to the destination streets of Dimmick Street and "A" Street from Jaci's Rose Blossom Estates Subdivision per City of Grants Pass Resolution No. 4851. Our proposal is to eliminate parking on the south side of the street on this section of "B" Street and provide a 5.5 feet wide pedestrian walkway adjacent to the southerly curb.

"B" Street – Grant Street to Crescent Drive:

This section of "B" Street is very curvy with three 90 degree curves and two less than 90 degree curves. The length and width of this section of "B" Street are approximately 2,050 feet and 36 feet curb-to-curb, respectively. This section of "B" Street consists of two travel lanes and parking on two sides. There is no sidewalk.

According to data obtained from the City of Grants Pass Public Safety Department, there have been only three traffic incidents during the past ten years on this section of "B" Street. There is only one intersection (Woodson Drive) on this section of "B" Street and none of the traffic incidents occurred at this intersection. The low number of traffic incidents on this section of "B" Street indicates that roadway geometry is probably favorable to increase driver awareness and care and to slow speeds.

As discussed in the Pedestrian Safety section, we are proposing to provide a dedicated pedestrian walkway to the destination streets of Dimmick Street and "A" Street from Jaci's Rose Blossom Estates Subdivision per City of Grants Pass Resolution No. 4851. Our proposal is to eliminate parking on the south side of the street on this section of "B" Street and provide a 5.5 feet wide pedestrian walkway adjacent to the southerly curb.

"B" Street – Crescent Drive to Jaci's Rose Blossom Estates Subdivision:

This section of "B" Street is straight. After construction, the length and width of this section of "B" Street will be approximately 780 feet and 25.5 feet edge-of-pavement-to-edge-of-pavement or 20 feet with sidewalk, respectively. This section of "B" Street will consist of two travel lanes and a pedestrian pathway or sidewalk on one side.

According to data obtained from the City of Grants Pass Public Safety Department, there have been four traffic incidents during the past ten years on this section of "B" Street. All of these traffic incidents have occurred at the "B" Street – Crescent Drive intersection. Although it is typical for most traffic incidents to occur at intersections, the 90 degree curve between Crescent Drive and "B" Street is probably a major contributing factor to these traffic incidents. Crescent Drive is relatively straight westerly of and downhill toward the intersection and eastbound vehicle speeds higher than a speed to safely negotiate the curve can easily be attained. As discussed earlier, it may be appropriate to change the signing at this intersection so that Crescent Drive is the stop controlled street.

As discussed in the Pedestrian Safety section, we are proposing to provide a dedicated pedestrian walkway to the destination streets of Dimmick Street and "A" Street from Jaci's Rose Blossom Estates Subdivision per City of Grants Pass Resolution No. 4851. We are proposing an asphalt paved pedestrian walkway on "B" Street between Crescent Drive and Jaci's Rose Blossom Estates Subdivision that is 5.5 feet wide and concrete sidewalks along all streets within the subdivision.

PEDESTRIAN SAFETY:

We are proposing to provide a dedicated pedestrian walkway to the destination streets of Dimmick Street and "A" Street from Jaci's Rose Blossom Estates Subdivision per City of Grants Pass Resolution No. 4851. Our proposal is to eliminate parking on the south side of "B" Street from Crescent Drive to Dimmick Street. The proposed pedestrian walkway will be 5.5 feet wide and adjacent to the southerly curb of "B" Street and separated from the traffic lanes with "turtles", large traffic button reflectors, or other suitable devices. We will provide an asphalt paved pedestrian walkway on "B" Street between Crescent Drive and Jaci's Rose Blossom Estates Subdivision that is 5.5 feet wide. We are proposing concrete sidewalks along all streets within the subdivision. The proposed pedestrian walkway facilities are shown on Sheet T7 of 10 of the Jaci's Rose Blossom Estates Subdivision Tentative Plan.

TRAFFIC CALMING:

Installation of the pedestrian walkway will narrow the available roadway on "B" Street. The narrower roadway should have a traffic calming affect and reduce speeds on "B" Street. Reduced speeds should result in higher safety. If it is desirable to further reduce speeds, other traffic calming designs can be installed on "B" Street.

RECOMMENDATIONS:

- Provide minimum Intersection Sight Distances per Table A - "Intersection Control Table - Minimum Intersection Sight Distances".
- Install a dedicated Pedestrian Walkway as shown on Sheet T7 of 10 of the Jaci's Rose Blossom Estates Subdivision Tentative Plan.
- Change the signing at the "B" Street – Crescent Drive intersection so that Crescent Drive is the stop controlled street.

REFERENCES:

- "A Policy on Geometric Design of Highways and Streets", 2004, Fifth Edition, American Association of State Highway and Transportation Officials (AASHTO)
- "Traffic Engineering Handbook", Institute of Transportation Engineers (ITE)

Sincerely,

EXPIRES: 06/30/2008
Robert B. Wiegand, P. E.

TABLE A
INTERSECTION CONTROL TABLE
MINIMUM INTERSECTION SIGHT DISTANCES

AASHTO CASE	DESCRIPTION	INTERSECTIONS				
		PINEHURST STREET + BRUSH STREET INTERSECTION	"B" STREET + BRUSH STREET INTERSECTION	"B" STREET + PONDEROSA STREET INTERSECTION	"B" STREET + CRESCENT DRIVE INTERSECTION ----- "B" STREET (NORTH) STOPPED	"B" STREET + CRESCENT DRIVE INTERSECTION ----- CRESCENT DRIVE STOPPED
A	**Intersections with NO Control.**	NA	NA	NA	NA	NA
B	**Intersections with STOP Control on the Minor Road.**					
B-1[1]	**Left Turn from the Minor Road**	YES 364 Feet Both Ways	YES 280 Feet Both Ways	YES 305 Feet Both Ways	YES 320 Feet Both Ways	YES 280 Feet Both Ways
B-2	**Right Turn from the Minor Road**	YES 283 Feet Approaching from Left	YES 240 Feet Approaching from Left	YES 254 Feet Approaching from Left	YES 261 Feet Approaching from Left	YES 240 Feet Approaching from Left
B-3	**Crossing Maneuver from the Minor Road**	YES[2] 283 Feet Both Ways	YES[2] 240 Feet Both Ways	NA	NA	NA
C	**Intersections with YIELD Control on the Minor Road.**					
C-1	**Crossing Maneuver from the Minor Road**	NA	NA	NA	NA	NA
C-2	**Left or Right Turn from the Minor Road**	NA	NA	NA	NA	NA
D	**Intersections with Traffic Signal Control.**	NA	NA	NA	NA	NA
E	**Intersections with All-Way STOP Control.**	NA	NA	NA	NA	NA
F	**Left Turns from the Major Road.**	YES 205 Feet	YES 205 Feet	YES 205 Feet	YES 205 Feet	YES 205 Feet
NOTES	(1) Case B-1 requires the maximum intersection sight distance in both directions and controls all minimum intersection sight distances.					
	(2) Case B-3 only applies if Brush Street is extended easterly across Pinehurst Street and/or westerly across "B" Street.					

Robert B. Wiegand, PE/PLS, PC
WIEGAND ENGINEERS

714 NW Fifth Street
Grants Pass, Oregon 97526

EXHIBIT A

JACI'S ROSE BLOSSOM ESTATES SUBDIVISION

TRAFFIC IMPACT ANALYSIS

SCOPING LETTER

September 28, 2007

City of
Grants Pass

Michael C. Grier
Staff Engineer
Wiegand Engineers
714 NW Fifth Street
Grants Pass, Oregn 97526

Subject: Scoping Letter for Jaci's Rose Blossom Estates Tentative Subdivision

Dear Mike:

The City of Grants Pass offers the following as the scope of work for the required traffic impact study for the above referenced project.

Please include the following items in the study:

- Traffic counts that provide average daily traffic on B Street north of Crescent Drive and on Crescent Drive west of B Street. Traffic counts should also include the portion of NW B Street west of Grant Street per Resolution 1719. It should be noted that Hillside Drive south of Bellevue has been vacated since the ordinance. Grant Street is the nearest intersecting street with B Street.

- Evaluate site distance at both of the new intersections created by this proposal. Indicate that the intersection site distance is or will be met. The AASHTO methodologies and the appropriate design speed for all roadways should be used. The speed should not be less than twenty-five (25) mph.

- Evaluate the current traffic control and signing and the sight distance at the intersections of B Street and Ponderosa Street and B Street and Crescent Drive. The traffic engineer should assess the adequacy of the sight distance and recommend appropriate mitigation to address deficiencies and appropriate functionality of the intersection. Measurements and evaluations shall be made using AASHTO methodologies and guidelines.

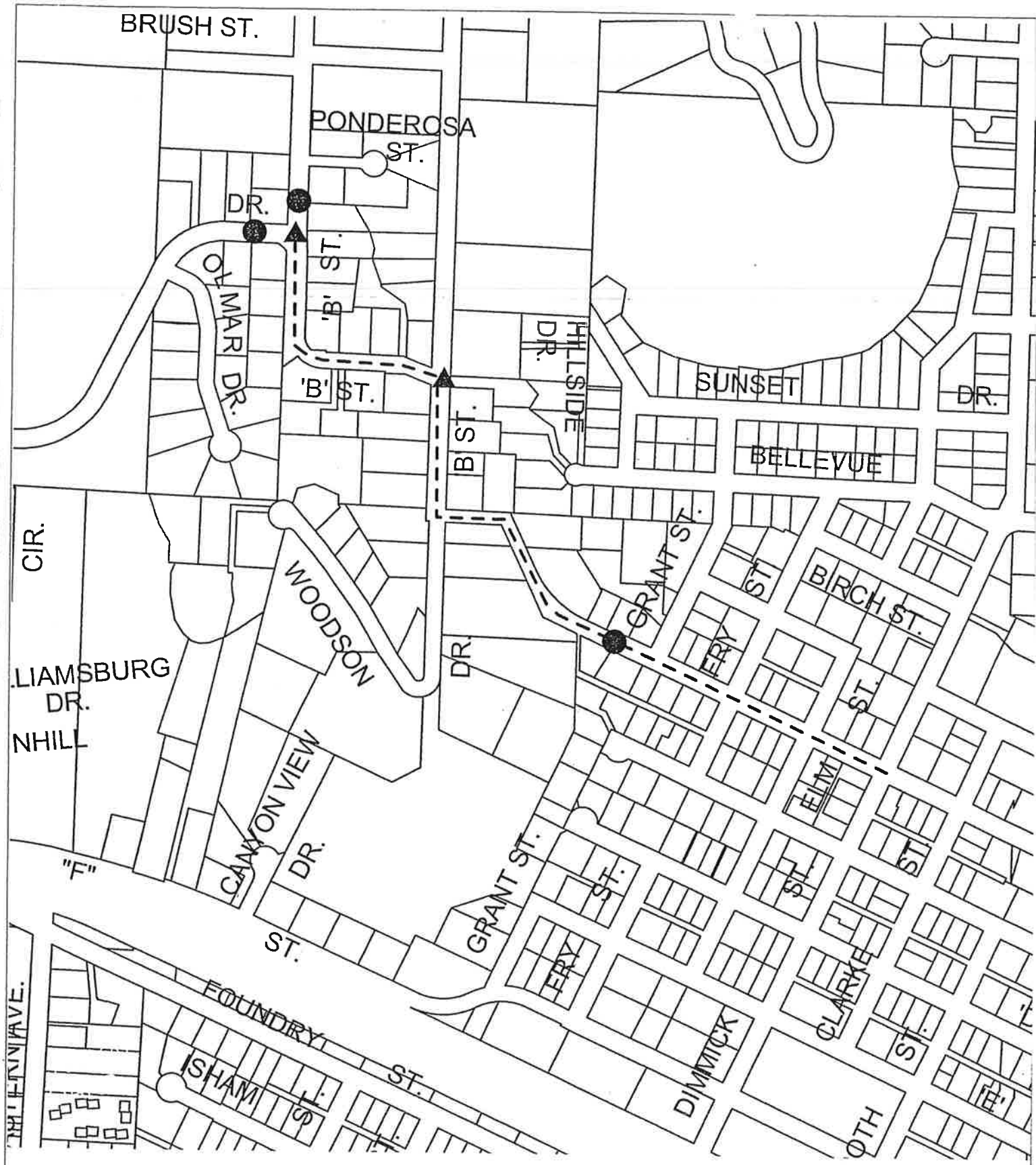
- The traffic engineer needs to address the adequacy of B Street from the site to Dimmick Street. This assessment should generally address the geometrics of the roadway, adequacy of shoulders, and provisions for non-motorized roadway users and whether the increases in traffic resulting from the proposed subdivision can be exposed to exacerbate any problems. The applicant's engineer should recommend mitigation measures if appropriate.

If you need clarification on any of the above items please let me or Carla A. Paladino know. We look forward to reviewing your proposal.

Respectfully,

Rich Schaff P.E, City Engineer
Community Development Department

c/f, tax lot file, Kathy Staley & Carla A. Paladino



TIA Scoping Map

For Jaci's
Rose Blossom Estate
Tentative Subdivision

- Traffic Counts
- Sight Distance
- Adequacy Check

NTS
Map by GHouston
09/28/07

EXHIBIT B

JACI'S ROSE BLOSSOM ESTATES SUBDIVISION

TRAFFIC IMPACT ANALYSIS

TRAFFIC COUNTS

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Grants Pass
Street: "B" St. - 1200 Blk

A study of vehicle traffic was conducted with HI-STAR unit number 3362. The study was done in the Eastbound lane on "B" St. - 1200 Blk in Grants Pass, or in Josephine county. The study began on 11/14/2007 at 01:00 PM and concluded on 11/23/2007 at 08:00 AM, lasting a total of 211 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,612 vehicles passed through the location with a peak volume of 43 on 11/20/2007 at 08:00 AM and a minimum volume of 0 on 11/14/2007 at 11:00 PM. The AADT Count for this study was 297.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	87	619	1280	464	92	27	9	8	7	3	5	2	1	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 23 mph with 23.7 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.42 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 27.45 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
2512	52	35	4	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 2,564 which represents 98.50 percent of the total classified vehicles. The number of Small Trucks in the study was 35 which represents 1.30 percent of the total classified vehicles. The number of Trucks/Buses in the study was 4 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 11/20/2007 at 08:00 AM the average headway between the vehicles was 81.82 seconds. The slowest traffic period was on 11/14/2007 at 11:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29 and 68 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Grants Pass
Street: "B" St. - 1200 Blk

A study of vehicle traffic was conducted with HI-STAR unit number 5198. The study was done in the Westbound lane on "B" St. - 1200 Blk in Grants Pass, or in Josephine county. The study began on 11/14/2007 at 01:00 PM and concluded on 11/23/2007 at 08:00 AM, lasting a total of 211 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,466 vehicles passed through the location with a peak volume of 41 on 11/15/2007 at 04:00 PM and a minimum volume of 0 on 11/15/2007 at 04:00 AM. The AADT Count for this study was 280.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	83	815	1113	311	57	20	17	8	5	7	4	4	1	3

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 22 mph with 17.8 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.78 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 26.12 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
2334	68	39	6	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 2,402 which represents 98.10 percent of the total classified vehicles. The number of Small Trucks in the study was 39 which represents 1.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 6 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 11/15/2007 at 04:00 PM the average headway between the vehicles was 85.71 seconds. The slowest traffic period was on 11/15/2007 at 04:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29 and 72 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Grants Pass
Street: "B" St. - West of Olmar

A study of vehicle traffic was conducted with HI-STAR unit number 3363. The study was done in the Northbound lane on "B" St. - West of Olmar in Grants Pass, or in Josephine county. The study began on 11/14/2007 at 01:00 PM and concluded on 11/23/2007 at 08:00 AM, lasting a total of 211 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 621 vehicles passed through the location with a peak volume of 12 on 11/15/2007 at 08:00 AM and a minimum volume of 0 on 11/14/2007 at 07:00 PM. The AADT Count for this study was 71.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	20	84	218	181	88	22	4	3	0	0	0	0	0	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 25 mph with 48.0 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 31.36 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
571	28	19	1	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 599 which represents 96.60 percent of the total classified vehicles. The number of Small Trucks in the study was 19 which represents 3.10 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.20 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 11/15/2007 at 08:00 AM the average headway between the vehicles was 276.92 seconds. The slowest traffic period was on 11/14/2007 at 07:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 31 and 76 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Grants Pass
Street: "B" St. - West of Olmar

A study of vehicle traffic was conducted with HI-STAR unit number 3111. The study was done in the Southbound lane on "B" St. - West of Olmar in Grants Pass, or in Josephine county. The study began on 11/14/2007 at 01:00 PM and concluded on 11/23/2007 at 08:00 AM, lasting a total of 211 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 570 vehicles passed through the location with a peak volume of 12 on 11/15/2007 at 11:00 AM and a minimum volume of 0 on 11/14/2007 at 07:00 PM. The AADT Count for this study was 65.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	27	80	211	163	60	18	4	3	0	0	0	2	0	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 25 mph with 44.0 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.35 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 30.15 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
555	3	8	2	0	0	0	0

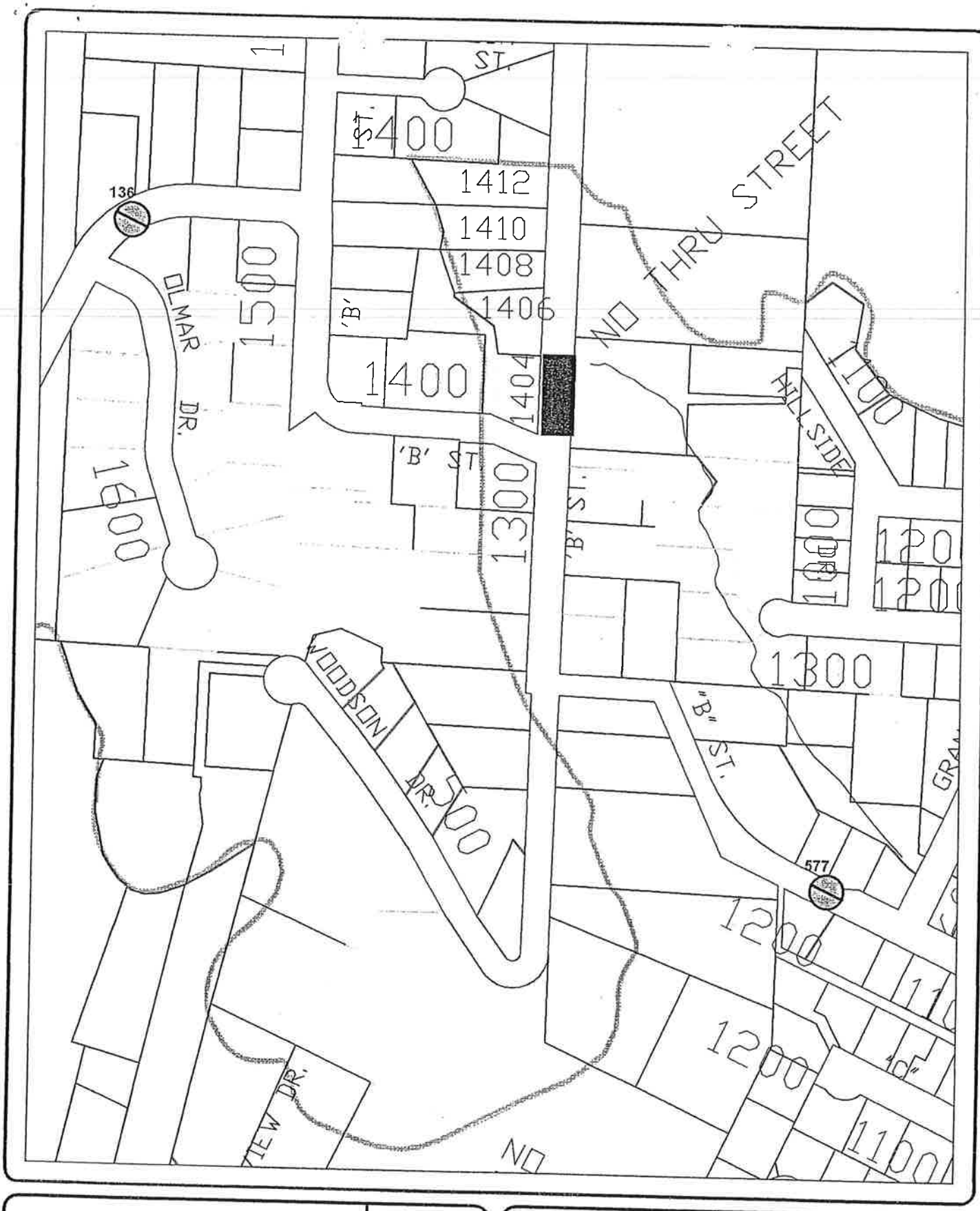
Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 558 which represents 98.20 percent of the total classified vehicles. The number of Small Trucks in the study was 8 which represents 1.40 percent of the total classified vehicles. The number of Trucks/Buses in the study was 2 which represents 0.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 11/15/2007 at 11:00 AM the average headway between the vehicles was 276.92 seconds. The slowest traffic period was on 11/14/2007 at 07:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 31 and 74 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.



City of Grants Pass

DATE 10-07
DWN FMS
DES nu-metric
REV

City of Grants Pass
"B" St.
Traffic Counts

N
nts

EXHIBIT C

JACI'S ROSE BLOSSOM ESTATES SUBDIVISION

TRAFFIC IMPACT ANALYSIS

CITY OF GRANTS PASS
RESOLUTION NO. 1719

RESOLUTION NO. 1719

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS ESTABLISHING A POLICY FOR LIMITING TRAFFIC CAPACITY ON N.W. "B" STREET.

POLICY STATEMENT NO. 86-84

WHEREAS, the area shown on Exhibit "A" is currently served by only one access route, N.W. "B" Street; and

WHEREAS, the portion of N.W. "B" Street west of Hillside Drive is constrained by steep topography and winding curves; and

WHEREAS, residents living in the area continue to express concern regarding the unsafe, hazardous conditions of N.W. "B" Street; and

WHEREAS, in a previous action the City Council concluded that N.W. "B" Street was hazardous and unsafe; and

WHEREAS, there are 54 existing vacant lots in the "B" Street area having the potential of adding from 400-540 vehicle trips per day (VTPD); and

WHEREAS, there are approximately 80 undeveloped acres in the "B" Street area having the potential of adding 4000 vehicle trips per day; and

WHEREAS, it is desired that the maximum traffic capacity for steep, winding local residential streets not exceed 1500 vehicle trips per day; and

WHEREAS, existing vehicular traffic (800 VTPD) on N.W. "B" Street is reaching the 1500 VTPD capacity; and

WHEREAS, the City of Grants Pass adopted a traffic plan for the area, and when complete the transportation system will accommodate the potential VTPD; and

WHEREAS, until adequate alternative access is provided, the City desires to establish a land development policy for the "B" Street area which safeguards the public's health, safety, and welfare; and

NOW, THEREFORE, BE IT RESOLVED that it is the policy of the City of Grants Pass that:

1. Vehicular capacity shall be limited to not exceed 1500 Vehicle Trips Per Day (VTPD) for that portion of N.W. "B" Street, West of Hillside Drive.

2. Any existing lot of record within the area described on Exhibit "A" shall be exempt from the provisions of this policy. Said exemption shall be in effect for a five year period and shall expire on March 21, 1989.

3. There shall be notice in the public record stating that future lots created after March 21, 1984, are within a potential building restriction area.

WAS ONE ADOPTED?

4. A financing plan for an alternative access route shall be adopted by August 1, 1984.

COMPLETE

5. The City of Grants Pass shall actively pursue the construction of Crescent Drive/"F" Street extension, and particularly, the creation of permanent access across the Southern Pacific Railroad tracks near Sunhill and Foundry Streets.

NOT DONE

6. The City shall make safety improvements to "B" Street, such as installing guardrails, increasing curve radius on sharp, hazardous corners as soon as possible.

7. Upon "B" Street reaching its designated capacity, restrict the issuance of building permits until an acceptable (i.e., consistent with adopted street plan and to city access standards) alternative access is provided.

8. The provisions of this policy shall remain in effect until the City Council is satisfied that the threat to the public's health, safety and welfare has been eliminated.

9. The provisions of this policy do not affect existing developed lots of record. (Note: Developed shall mean one or more existing dwelling units on an existing lot of record or a valid building permit issued for the construction of a residential dwelling prior to the adoption of this policy).

ADOPTED by the Council of the City of Grants Pass, Oregon, in regular session this 21st day of March, 1984.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon, this 31 day of March, 1984.

Mayor

ATTEST:

Finance Director

Policy Statement No. 86-84

EXHIBIT "A"

The following described properties are included in and subject to the provisions of this policy:

Assessor's Map and Tax Lot No.

36-5-18-21:	36-5-18-22:	36-5-7-34:	36-5-7-31:	36-5-7
100	100	100	100	400
300	300	300	114	500
301	400	303	200	501
500	500	304	300	600
501	600	305	400	700
600	601	306	500	800
700	602	307	600	900
800	605	400	601	
801	606	502	602	
900	607	503	700	
901	609	504		
902	610	505		
903	611	506		
1000	612	507		
1300	613	508		
1400	614	509		
1401	615	510		
1402	617	511		
1500	618	512		
1600	619	513		
1700	620	514		
1800	621	515		
1900	622	516		
1901	623	517		
2500	627	518		
2600	700	519		
	800	520		
	900	521		
	901	522		
	902	523		
	903	524		
	904	525		
	905	526		
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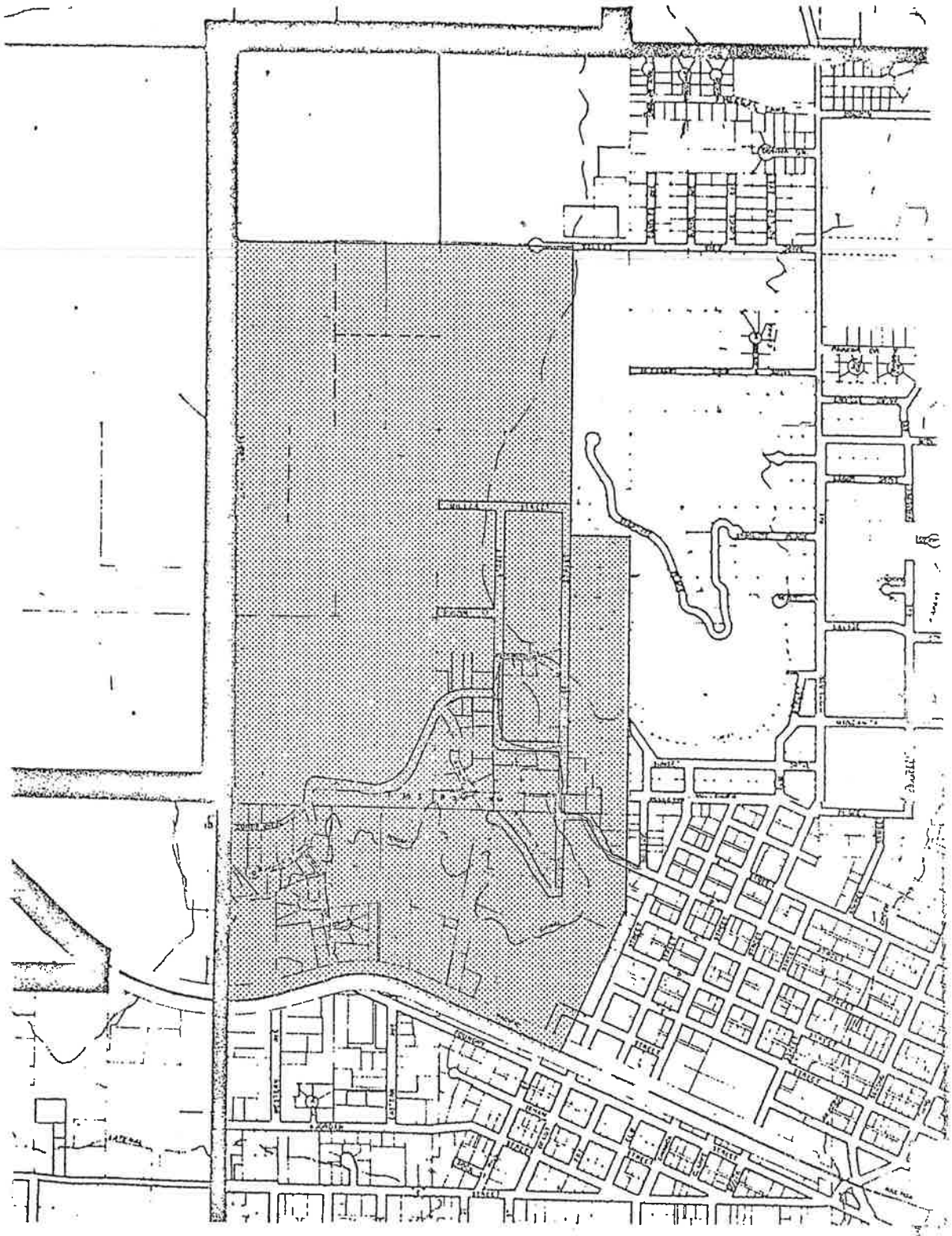

RESOLUTION NO. 4851

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS ADOPTING POLICY REGARDING SECTION 17.413(3) OF THE DEVELOPMENT CODE.

WHEREAS:

1. Section 17.413 of the City of Grants Pass Development Code contains seven criteria that must be satisfied in order to grant approval of the tentative plan of a subdivision.

2. Section 17.413(3), one of the seven criteria referenced above, requires, in part, that the street layout "...best balances needs for economy, safety, efficiency and environmental compatibility..."

3. The Planning Commission and City Council have expressed concern that construction or deferral of frontage improvements alone is not sufficient to address the pedestrian safety aspect of this criterion.

4. This portion of the criterion requires a subjective determination by the Review Body responsible for rendering a decision on a subdivision application. It is the desire of the City Council to add objectivity and consistency, providing guidance to staff, applicants, decision-makers, and citizens by specifying the minimum requirements necessary to satisfy this portion of the criterion.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that the policy provided in Exhibits 'A' and 'B' specifies the minimum requirements necessary to satisfy the pedestrian safety portion of Criterion 17.413(3) of the Development Code.

This action becomes effective upon adoption.

ADOPTED by the Council of the City of Grants Pass, Oregon, in regular session this 7th day of July, 2004.

SUBMITTED to and Approved by the Mayor of the City of Grants Pass, Oregon, this 12 day of July, 2004.

Len Holzinger, Mayor

ATTEST:

Kaun M. Lange
Administrative Services Director
for Joanne Stumpf

Date submitted to Mayor: 7-9-04

EXHIBIT 16

EXHIBIT "A"
TO RESOLUTION NO. 4851

The following provisions shall apply to new subdivisions.

PUBLIC IMPROVEMENTS

On-site concrete sidewalk

An on-site concrete sidewalk, built to City standards, shall be installed along the street frontage of the property, whether or not curb and gutter are present. Signing a Deferred Development Agreement and posting a Cash Deposit will not satisfy the requirement for installation.

Asphalt off-site walkway (Reference attached map, Exhibit "B")

An asphalt off-site walkway shall connect the on-site sidewalk to one of the following "destination streets" or sections thereof:

"A" St.
Allen Creek Rd. (from Schutzwohl Ln. to Highway 199)
Beacon Dr.
Bridge St.
Dimmick St. (between Bellevue Pl. and "A" St.)
Dowell Rd. (from Redwood Highway to Redwood Ave.)
Fruitdale Dr.
"G" St.
George Tweed Blvd.
Grandview Ave.
Grants Pass Parkway (between Agness and Parkdale Dr.)
Highland Ave.
Highway 199 (south side between Hwy. 238 and RCC)
Highway 238 (section north of New Hope Rd.)
Kellenbeck Ave.
Leonard Rd. (north-south section west of Moon Glo Dr.)
"M" St.
"N" St. and Agness Ave. (between Camelot Dr. and the Parkway)
Parkdale Dr. (between the Parkway and Fruitdale Dr.)
Redwood Ave. (east of Sun Glo Dr.)
Sixth St.
Seventh St.
Union Ave.
West Harbeck Rd.

1

Willow Ln. (between Redwood Ave. and Leonard Rd.)

If curb and gutter are present and there is adequate right-of-way, then a concrete sidewalk meeting City standards will be required.

Standards for asphalt walkways

The walkway shall meet the following standards:

- 5.5 feet in width measured from center of fog line
- 4.0 feet in width when separated from street by a borrow ditch
- 2 inches of asphalt on 4 inches of aggregate base
- one side of street only
- other applicable engineering construction standards (e.g. those pertaining to access ramps, etc.)

OTHER CONSIDERATIONS

Advanced Financing Districts

An Advanced Financing District (AFD) for off-site improvements may be created upon approval by the City Council.

Alternatives to Asphalt Walkways

A direct route from the subdivision to a "destination street" via an asphalt walkway is not mandated in order to satisfy Criterion 3, provided standards for pedestrian safety can be met in some other way. Other alternatives must already exist, such as: a minimum 5.5 foot wide path, unobstructed and open to the public, along a Grants Pass Irrigation Canal; bike and walk paths; and connection to destination streets via existing sidewalks.

If the Review Body does not review and approve this alternative, then the City Manager or his designee must approve such alternative.

Exemptions

In cases in which there is inadequate width or area to meet the standards, installing a walkway across an existing

culvert of a Grants Pass Irrigation Canal or an existing bridge shall be exempt from this requirement

One Year Maintenance Bond

A one-year maintenance bond shall be required for the off-site asphalt walkway in accordance with City policies.

Timing of Installation

Two alternatives exist:

1. The asphalt walkways must be installed prior to final plat approval, or

2. Upon approval by the Review Body, security may be accepted and installation may be delayed for a maximum of 7 months from the date of final plat approval. Occupancy of homes in the subdivision shall not occur until the walkway has been installed. Provisions for posting of security, contained in Section 29.030 of the Development Code, shall be followed.

DISCLAIMER: Where specific provisions of the Development Code conflict with provisions of this resolution, provisions contained in the Development Code shall prevail.

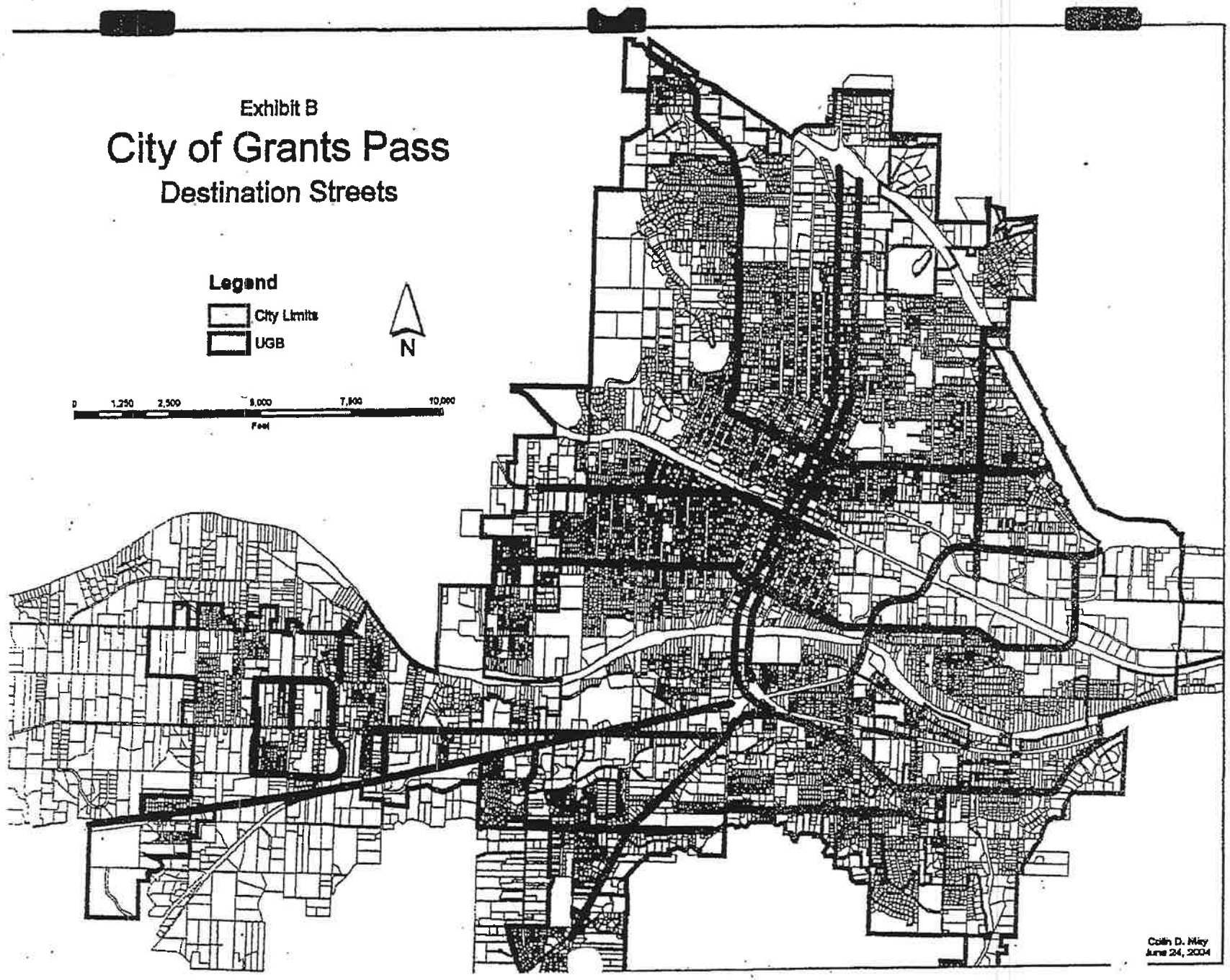
Exhibit B
City of Grants Pass
Destination Streets
Legend
City Limits
UGB
N
0 1,250 2,500 5,000 7,500 10,000
Feet
Colin D. May
June 24, 2004

This brochure is intended to be used as a **guideline only** for estimating System Development Charges as a part of total project costs.

It does not include information on other fees which may be due including planning review fees, engineering fees, building permit fees, water and sewer connection fees, reimbursement district fees and business licenses.

Please contact the Parks & Community Development office at 541-450-6060 for information on SDC's specific to your project and information on other potential costs.

Who to contact at Community Development:

Our Planning Division can assist you with questions on our Parks and Transportation SDC's.

Our Building Permit Technician can assist with Water, Sewer and Storm Drain SDC questions and estimates.

Visit our website at:
www.grantspassoregon.gov

Parks & Community Development Office is located at:

101 NW A Street
Upstairs Room 201
Grants Pass, Oregon 97526
541-450-6060

Open 8 am – 5 pm Monday – Friday
Building Counter Hours 8 – 10 M – F
Planning Counter Hours 10 – 12 M – F

Storm Drain System

Storm Water and Open Space SDC's were adopted by the City Council on February 4, 2004. At that time, two separate charges were created, one applying to all lands within the urban growth boundary, and one specifically limited to properties which fall within the Sand Creek Drainage Basin.

The Storm Water and Open Space SDC's are an incurred charge for the planning, acquisition and capital development of facilities to accommodate and control storm water runoff, directly associated open space, and water quality control facilities to clean surface water runoff prior to return to natural surface water conveyances.

Storm Drain SDC's are due and payable upon issuance of building permit for any new construction or expansion which creates additional residential units and any construction which expands or remodels a business building which includes an increase in impervious surface of 25% or more.

The Storm Drain and Open Space Plan SDC
For residential and commercial development is **$487.18 per development permit.**

The Sand Creek Drainage Basin Storm Drain SDC
For residential and commercial development is **.33 per square foot of the lot or improvement.**

What are SDCs?

The City of Grants Pass is committed to providing quality services to our community.
As our community grows, old systems need to be updated and new systems must be built.
System Development Charges are one way to fund those improvements.

System Development Charges (SDCs) are fees imposed upon new and expanding development within the City of Grants Pass and the urbanizing area that connects to or otherwise will use City services of the water system, sanitary sewer system, parks, streets and storm drainage.

The objective of SDCs is to charge new users an equitable share of the cost of services and to pay for improvements necessary as a result of increased development and demand on the City's infrastructure.

SDC Fee Adoption & Adjustments

On July 17, 1991 the City of Grants Pass adopted an ordinance allowing the creation of system development charges. SDCs are now in place to fund the Water, Sewer, Parks, Storm Drain and Transportation Systems.

On January 2, 2002, the Council adopted a resolution establishing Cost of Living (COLA) Adjustments for SDCs.

The figures in this brochure reflect the fees for January 1, 2015 through December 31, 2015 only.

Transportation and Parks SDC's are discounted to $0 for permits issued between June 19, 2014 through June 30, 2015.

For further assistance...
If you would like more information on System Development Charges call (541) 450-6060

SYSTEM DEVELOPMENT CHARGES

Fees Effective
January 1, 2015 through
December 31, 2015

Transportation and Parks SDC's discounted to $0 for permits issued between June 19, 2014 and June 30, 2015 only.

This brochure is only a guideline for anticipating potential system charges for new development and is subject to change.

Water System

The Water SDC was first adopted by the City Council on August 21, 1991 and last amended on July 25, 2005. It is charged and payable for development at the time of permit to connect to the water system.

The method of calculating the Water SDC depends on whether the development is a residential or non-residential use, and what Water Pressure Zone service area the development is connecting to, as follows:

Residential in Water Pressure Zones 1, 2, & 3:
Single family dwelling: 3/4" meter $2,840

Duplex, Tri-plex, Multi-Family Dwellings will depend on the number and size of meters.

Residential in Water Pressure Zones 4, 5 & up:
Single family dwelling: 3/4" meter $3,305

Duplex, Tri-plex, Multi-Family Dwellings will depend on the number and size of meters.

Non-residential in Water Pressure Zones 1, 2, & 3: (based on water meter size)
3/4" $2,840
1" $7,104
1-1/2" $14,207
2" $22,732
3" $45,464
4" $71,040

Non-residential in Water Pressure Zones 4, 5, & up: (based on water meter size)
3/4" $3,305
1" $8,264
1-1/2" $16,527
2" $26,443
3" $52,888
4" $82,638

Sewer System

The Sewer SDC was first adopted by the City Council on October 19, 1994 and last amended on July 25, 2005. The Sewer SDC is charged and payable for development at the time of permit to connect to the sewer system.

Sewer SDCs for residential use are based on Equivalent Residential Units (ERUs) as follows:

Single-family or Manufactured Home $3,003
Duplex $4,805
Tri-plex $7,207

Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixture units and strength of discharge. A worksheet is available to estimate the sewer SDC for individual projects.

Redwood Sewer District

Properties located within the Redwood Sanitary Sewer Service District (RSSSD) are Subject to a different sewer SDC schedule, *and may be subject to additional assessment charges or eligible for credits. *Please contact the Community Development office for an estimate of RSSSD charges.*

*For typical new construction within the RSSSD, the following schedule applies:
Residential in Redwood Sewer District:

1 toilet $3,737	4 toilets $4,637
2 toilets $4,037	5 toilets $4,937
3 toilets $4,337	

Redwood Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixtures units, strength of discharge and water meter size. A worksheet is available to estimate the sewer SDC for individual projects.

Transportation

Discounted to $0 for permits issued between June 19, 2014 and June 30, 2015 only.

The Transportation SDC was adopted by the City Council on September 15, 1999. The Transportation SDC helps to pay for the expansion and capital development of the transportation system to accommodate and control motorized vehicular traffic, pedestrian traffic, and bicycle traffic.

In September 2011, the City Council adopted Ordinance 5546 which identifies the method of calculating the SDC's to be based on the Institute of Transportation Engineers Trip Generation Report. Trips are calculated based on the Land Use and Title that best fits the Development as interpreted by the City. If the ITE Trip Generation Report includes multiple measure that can be used to determine average daily trip generation including area, the measure of square footage (area) will be used. The Director may consider an alternative trip calculation when a report is supplied by a licensed traffic engineer and said alternative is reviewed and approved by the City Engineer.

The Transportation SDC is due and payable at the time of building permit issuance for construction.

The City Council adopted Resolution 5870 reducing the Transportation SDC trip rate.

In certain cases, a credit may be applied towards the Transportation SDC for previous uses on the site. *Please contact Planning for an estimate of the Transportation SDC's for your project.*

Below are examples using the $155.84/trip rate.
Single Family Residence
Category: Single-family (9.57 trips/unit)
1 unit x 9.57 trips/unit x $158.46/trip = $1,516.46

4,000 sq. ft. Professional Office
Category: General Office (11.1 trips/1000 s.f.)
4,000 s.f. x 11.1 trips/1000 s.f. x $158.46/trip = $7,035.62.

Parks

Discounted to $0 for permits issued between June 19, 2014 and June 30, 2015 only.

The City of Grants Pass has adopted two SDCs for Parks. The Parkland Acquisition SDC was adopted by the City Council on June 30, 1997. The SDC pays for the purchase of parkland, trails, and open space for the parks and recreation master plan. On December 18, 2006 the City Council adopted a Park Development SDC effective June 1, 2007. This SDC will help fund capital improvements and development of the park, trail and open space system.

Parks SDCs are due and payable upon issuance of a building permit for: any new construction or expansion which creates additional residential units; any construction which creates a new business building or enlarges a business building; or issuance of the first manufactured home placement permit granted upon an individual building lot.

The Parks SDCs for residential development is based on the number of units:
Parkland Acquisition ..... $657.62 per residence
Park Development ..... $528.21 per residence
Total per unit $1185.83

The Parks SDCs for non-residential development is based upon the number of required parking spaces built to serve the development.
Parkland Acquisition ..... $60.22 per new parking space built
Park Development ..... $47.01 per new parking space built
Total per parking space $107.23

See other side for Storm Drain SDC Information